

# THE Hongkong Weekly Press

## AND China Overland Trade Report.

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### BIRTHS.

On July 21st, to Mr. and Mrs. R. MORGAN, of Hankow, a son.  
On July 24th, Shanghai, the wife of J. V. C. DAVIS, of a son.  
On July 26th, Shanghai, the wife of R. HARE, I. M. Customs, of a daughter.  
On July 30th, at Shanghai, the wife of O. L. ILBERT, of a son.  
On August 1st, at Liu-kung-tau, Weihaiwei, the wife of WALTER E. WOLFEY, of a son.

### MARRIAGE.

On July 7th, at Stanstead Abbots, R. T. D. SAYLE, of Hongkong, to WINIFRED GERTRUDE MARY (FREDA) LAURIE.

### DEATHS.

On July 25th, in the C.I.M. Sanatorium, Chefoo, JOHN ELDRIDGE, infant son of the Rev. GEO. H. and Mrs. SEVILLE, of Wenchow, Chekiang.  
On August 2nd, at Shanghai, EDWARD GOULDING, son of E. G. WILSON, aged 13 years and 6 months.

## Hongkong Weekly Press.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

### ARRIVAL OF MAILS.

The English Mail of the 10th July and the Parcel Mails which closed in London for despatch by the all sea route on 1st July and for despatch overland on the 7th July arrived per s.s. *Delhi* on the 5th August.

### FAR EASTERN NEWS.

The Emperor of China has recovered from his illness.  
Cholera is losing its grip in the rural districts of the Philippines.  
The Belgian Consul at Hankow, M.J.T. de Sniok, has committed suicide by shooting himself with a revolver, in a fit of temporary insanity.

One hundred and sixty five bodies have been recovered from the wreck of the s.s. "Ying King."

It is stated that the Department of Communications of Japan has persuaded China to join the postal union.

The s.s. "Glenfalloch" which arrived in port yesterday, brought 32 deportees from Singapore. They will be shipped to China in due course.

The native editor of "The Korea Daily News" has been committed for trial for alleged embezzlement of subscriptions for the redemption of Korea's independence to Japan.

A Spaniard named D. Francisco Grisolia has been arrested at Shanghai by order of the Consul for Spain on a charge of "attempting to provoke a duel and with insult contrary to law."

The steamship service between Tairen (Dairen) and Shanghai, organized by the South Manchuria Railway, will be opened on August 10. The chartered steamer "Kobe Maru" will leave Shanghai every Friday.

The Waiwun, according to a Peking dispatch, is making a firm stand against the proposition of the Russian Minister in Peking to establish a Mixed Court, (after the model of the one in Shanghai) in Harbin.

His Excellency the Austrian Minister in Peking has informed the Wai-wu-pu that Dr. Karl Bornmer, at present Austrian Consul in Tientsin, is to be transferred to Shanghai to take up the post vacant by the death of Mr. von Buri.

The Chinese Ministers abroad have jointly wired to the Throne as to the advisability of the early establishment of Parliament and have urged that Proclamation of the national policy should be made to the public to pacify the public mind.

Further reports have been forwarded to the police of junks stranded and lives lost in the recent typhoon. The list at the Central Station on August 3rd showed that 357 persons were missing, 206 were drowned, 66 were killed ashore while 14 were reported injured. This gives a total of 643.

A Japanese Consulate is to be established at Batavia this year. It is the rule of the Netherlands Government to conclude a Treaty of Consular Service with any country which establishes a Consulate in a Dutch colony. In compliance with this usage, a Treaty of Consular Service in Batavia has been concluded, and ratifications will be exchanged in a few days.

A Foochow dispatch states that H.E. Sunz Shon, Viceroy of the Min-Che provinces, has informed the Throne that he has ordered the cultivators of the 27,500 mow of land which comprise the entire area upon which poppy is planted in Fukien province, to begin sowing cereals on it early in the autumn, under pain of confiscation to Government if the poppy plant is still cultivated there.

Kobe's newest hotel, "The Tor," was opened to the public on July 18th, and, as both visitors and the Press speak very highly of it, success should attend the venture. It is beautifully situated, commanding a magnificent view of the harbour, the whole of Osaka Bay, and a long stretch of the Inland Sea, and is surrounded by beautiful and extensive grounds. The building itself is handsome and one writer has declared that it is "second to none East of Marseilles." The accommodation is ample and, as the equipment is all that can be desired, "The Tor" should prove a favourite resort for those on holiday in Japan.

Notice is given in the *Straits Government Gazette* that the Secretary of State for the Colonies will at an early date submit to the King an application for the demonetization of old Straits dollars and half-dollars. These coins shall cease to be legal tender after December 31. If unutilized, and of not less than the least current weight, they will be accepted at the Government Treasury in exchange for currency notes or local coin up to the end of the year.

The redemption price of the Chinese Telegraph Administration shares originally \$17, has been advanced to \$180, but at this price the shareholders still object to the surrendering and have wired to the Grand Council to the effect that interest at the rate of 8 per cent is offered to those who return the shares without taking the money, but leaving same as a deposit, whereas last year a dividend of \$24.00 was received, so that the rate to which the shareholders are entitled is \$0, per share.

The Viceroy of Manchuria is reported to have obtained a qualified assent from the Central Government to contract a loan with an American syndicate, money being urgently needed for the introduction and carrying on of reforms in that Viceroyalty. It is further stated that H. E. Tang Shao-yi, the Special Ambassador to the United States to tender the thanks of the Emperor for the return of a portion of the Boxer Indemnity, will, amongst other things probably conduct negotiations for the completion of the proposed loan.

After a closure of some seven months, the United States Court for China was reopened by Judge Wilfley on the 28th ult. Among the civil cases called that day was one in which the Hongkong Milling Co. were plaintiffs and Messrs. Fraser & Co. defendants. Plaintiffs' attorneys Messrs. Drummond, White-Cooper and Phillips did not appear. For the defendants Mr. Sterling Fessenden appeared and said he was instructed by his clients to make application for the case to be discontinued.—His Honour remarked that plaintiffs' counsel ought to have been present to make the motion.—Mr. Fessenden—The matter was settled amicably. On his Honour's suggestion Mr. Fessenden agreed to file a written motion for dismissal.

Taotai Mei Hsing-tsien, head of the Tientsin branch of the C. M. S. N. Co., has left that port for Amoy, via Shanghai, to join Vice-Admiral Sha Chen-ping, Commander-in-Chief of the Peiyang and Nanyang squadrons of the now-reduced Chinese Navy, in making preparations for the reception of the American Pacific Battleship Fleet, which is due to arrive at Amoy on September 14. Besides Admiral Sha and Taotai Wei, the Commissioner of the Imperial Maritime Customs at Amoy will also take part in the reception on behalf of the Chinese Government. The Viceroy at Foochow has been instructed to enter all monies spent on this occasion to the Government's account for 1908. The Chinese officials will repair a number of ancient temples, will attend to the building of a wharf, the construction of new roads, the erecting of a grand stand after foreign methods in the parade ground for the American admiral and his staff to review Chinese troops, the purchase of several hundred new rifles from Japan, for the conveyance of the American marines and sailors on land and will arrange a number of receptions to the officials and marines of the various battleships during their sojourn at Amoy as guests of the Chinese Government. N.-C. Daily News.



## AGRICULTURAL EXPERIMENTIST AT HONGKONG,

(Daily Press, August 8rd.)

It is disappointing to learn from the annual report of the Superintendent of the Botanical and Forestry Department that the attempts which have been made to grow cotton in the New Territory have signally failed. When a few years ago the British Cotton Growing Association was formed with the object of extending the growth and cultivation of cotton in British Colonies, Dependencies and Protectorates, the movement was warmly supported in all the tropical Colonies,—no less in Hongkong than elsewhere. It was at the suggestion of the Chamber of Commerce that the Legislative Council voted a small sum to meet the expense of distributing cotton seed and plants to suitable farmers, and the Chamber expressed the opinion that if successful results were obtained, other farmers would readily realise the advantage to be gained by turning their attention to the production of cotton. In the opinion of the Chamber of Commerce, if cotton could be successfully grown in the New Territory, the possibilities of extending the cotton manufacturing industry of this Colony would be very great. It would add materially to the wealth of the community, while it was anticipated that a ready sale would be found for any surplus. Great interest therefore attached to the experiments which Mr. Dunn began to make in the New Territory. He recognised at the start that the most important question bearing upon the possibility of successful cotton cultivation in the province of Kwangtung was the question of climate, but as in the cotton-growing districts both in Central China and Northern India the conditions appeared to approach those of Kwangtung, the experiment seemed to be worth making in the New Territory. "One of the best cotton-growing districts in the United Provinces (North West Provinces) of India," wrote Mr. Dunn in 1904, "has a climate very similar to that of Hongkong." But now after three years' trials under various conditions and with seeds from different countries, Mr. Dunn says, it has to be admitted that cotton in this climate is a failure, though the expression of a hope in his report that "it will be the last time that this Department is called upon to try to introduce crops of this kind among the Chinese," would seem to suggest that the conservatism of the Chinese farmer is as great an obstacle as the climate. When the experiment was commenced Mr. Dunn opined that a large proportion of the ten thousand acres then under cultivation in the New Territory would be suitable for cotton cultivation, but as a result of the experiments made during the last three years he has come to the conclusion that the ground capable of growing crops in the New Territory is very scarce and is already almost completely occupied with food crops necessary for the villages. "It is probably now generally understood," he adds, "that only crops suitable to very poor soil or crops of exceptionally high value are worth experiment here with a view to introduction into the agriculture of the New Territory."

The effort to improve the sugar crops has also failed. Several kinds of improved varieties of sugar cane were imported and distributed to the farmers, and although they proved, in the few cases of which details could be obtained, to yield much superior crops to those usually grown, "there has been a curious failure on the part of the Chinese to understand the advantage of

substituting them, or perhaps a lack of energy to grasp the opportunity offered." So far as the Superintendent of the Botanical and Forestry Department is aware, all the stock issued by the Department during the last five years has been allowed to die out, with the exception of that grown on the Castle Peak Farm. It would be interesting to learn what was done to stimulate energy to grasp the opportunity offered. In the letters of the Chamber of Commerce with regard to the suggested experiments in the cultivation of cotton some stress was laid on the advisability of offering prizes for successful cultivation to stimulate interest. If the soil and climate are both unfavourable to cotton growing, it would have availed but little to offer prizes, but in the case of the sugar cane, which was proved to yield much superior crops to those usually grown, it is not unlikely that, if fairly substantial prizes had been offered for the best results, it would have appealed strongly to the Chinese cultivators, and might have saved the new stock from dying out. That the experiments in cotton growing and in improving the sugar crops have both failed is very disappointing and discouraging.

## JAPAN AND KOREA.

(Daily Press, 6th August.)

When Japan, after a short experience as a colonising power in the island of Formosa added to her oversea responsibilities the Government of Korea and large administrative undertakings in Manchuria she probably did not overlook the fact that she was affording a rare opportunity to the scribes—not to mention Pharisees—for the making of many books of a kind not in keeping with the plitudinous character of the long list compiled before Japan first displayed her military prowess and impressed the world with a new sense of the virility of the nation. Early as it yet is to pass judgment on Japan's work in Korea there are not wanting critics who venture to condemn on apparently a very imperfect comprehension of the facts. A typical instance may be cited from Mr. PUTNAM WEALE's latest political treatise on the Far East entitled, "The Coming Struggle in Eastern Asia." The author argues that the real object of the Mining Law which was enacted under Japanese advice was to stop all possibility of large European mining interests being acquired in Korea. One of the objects of the new regulations, he says, was to invalidate certain important concessions granted by the Korean Emperor some time ago and unavoidably held in suspense pending the termination of the late war. These concessions, numbering a dozen or so, were in most cases backed by powerful sponsors in London and New York, "and so great an outcry was made on the promulgation of the new law by their representatives in Korea that in the end the European backers were forced to take effective action." And Mr. PUTNAM WEALE would have his readers believe that Prince Ito yielded in some cases to diplomatic pressure, in another to a threat to draw public attention to the matter in the House of Commons, and that his Excellency in yet another case practically gave way as a bribe to Parisian bankers who are alleged to have said that if the concession were not granted there might be difficulties regarding the new Japanese Conversion Loan. The explanation given by the Japanese authorities of the delay in confirming the concessions was that the concessionaires had not followed the detailed regulations. When the applica-

tions were filed in due form—and not before—it is clear, even from Mr. PUTNAM WEALE's statement of the case, that they were in due course considered and granted. That there was any desire on the part of the Japanese authorities to invalidate concessions that had been properly made by the Korean Government to foreign syndicates is really too absurd to be accepted for one moment. We can well believe that the Japanese authorities in Korea were slow to confirm the concessions, but we should be more inclined to attribute the delay to that slowness of movement and circumlocution which is proverbially associated with all Governments. But, says Mr. PUTNAM WEALE, "in the case of the well-known American firm of COLLIER and BOSTWICK and Co., of Seoul, acting in the interests of the Manchu Syndicate Ltd., and the Korean Syndicate Ltd., no such consideration was shown. Although the concessions held were unimpeachable the Japanese needed them for themselves, and although two years have now been spent in representations it has been time wasted." Perhaps it was since these words were penned, but certainly it was before Mr. WEALE's book was available in the East that the dispute over these concessions was settled in favour of the foreign claimants, whose title to them was certainly open to question, and delay under the circumstances was perfectly excusable. As against Mr. WEALE's view of Japan's policy in this matter, we may cite a report widely circulated recently in the Japan papers wherein it was stated that Messrs. COLLIER and BOSTWICK had discussed the question of mining with PRINCE ITO, and apart from expressing appreciation of the consideration they had received at His Excellency's hands in the matter of the dispute over their own concession, they are reported to have declared that the new mining regulations for Korea were likely to attract a large amount of American and European capital for the mines as "mining machinery is admitted free of duty," and "the measures taken to secure the rights of foreigners in mining properties had given much satisfaction to the owners of large mining claims throughout Korea." This seems to show that Mr. PUTNAM WEALE was much too prone to criticise on an imperfect understanding of the situation. The Times when referring recently to Japan's difficulties in Korea ventured the remark that Englishmen, at least, who knew how the work of their countrymen in India was incessantly misrepresented, would be slow to join in the chorus of violent criticism of Japan's work in Korea. Japan, certainly has a fair claim to a more generous consideration of her difficulties and it may, at least, be expected of critics that they would make sure of their facts before passing judgment.

## "CHINESE SLAVERY"

(Daily Press, August 5th.)

The British Government, in fulfilment of its election pledges, is slowly proceeding with the repatriation of the Chinese who a few years ago were encouraged to proceed to the Transvaal to work in the mines. One would almost think that not a single Chinese now remains in the Rand if we note the absolute silence of the Radical press on the subject. There are still, however, more than 20,000 Chinese in the Transvaal out of the 68,000 who were recruited in China, and though they are working under the same conditions—conditions which the men would be very glad indeed to get in China—the Radical conscience remains undisturbed and the subject has apparently passed



out of the mind of the Radical orator. The last word on the subject, however, has not yet been spoken. As the work of repatriation proceeds and the demand for native African labour increases we cannot see that, from the humanitarian point of view, the repatriation of the Chinese has been a very satisfying policy to the supporters of the Government. We make no reference to the results of the repatriation of the superior labour of the Chinese on the output of the mines. That would not appeal to the objectors to Chinese labour. But on humanitarian grounds the Government can already be charged with a worse state of affairs than they were able to allege against the Government which sanctioned the introduction of Chinese labour in the Rand mines. No one can be less of a partisan on such a question than Lord ROBERT CRORL, who has evidently been closely studying the question. In a brief but very pointed letter to the *Times* his lordship supplies a sufficient explanation of the silence of the supporters of the Government's policy in this matter. In the first place he points out that it takes 75,000 natives to do the work of 50,000 Chinese; and in the second he shows that whilst the Chinese death rate in the mines is only 10 per 1,000 per annum, the average death rate of the natives is not less than 25. This means, as Lord CRORL points out, that when with Chinese the number of deaths would have been 500, with Africans it will not be less than 1,875, or, in other words, "the Government policy will result in the loss of 1,375 additional human lives every year." What, we wonder, have those who raved from one end of the Kingdom to the other about the enslavement of Chinese to say to this? Diligent search fails to discover in the Radical press any references now to the "smoking hecatombs of slaughtered babes" or to the excessive death rate among the native African miners, or even to the "conditions of slavery" under which some 20,000 Chinese are still working in the mines. No, the "Chinese slavery" cry—ridiculous as it appeared to all who know the Chinese and were informed of the conditions under which they worked on the Rand—served a useful purpose in the election campaign, but the Government and its supporters recognise that a revival of interest in the conditions at the South African mines can do them no good now, but would, in all probability, do them great harm. And so they are discreetly silent on the matter.

### THE REFORM MOVEMENT IN CHINA.

(Daily Press, 4th August.)

Contemporaneous with the movement to put her army on a proper basis and to establish a navy, China has shown a desire to remodel her judiciary and to ensure purity of administration. The subject has long been under consideration, and we remember that WU TING FANG, the present Chinese Ambassador at Washington, a gentleman with a thorough knowledge of Western methods, submitted a proposal which embraced a revised code of criminal laws. That, however, only applied to one section of the law, perhaps the most needful of reform from the outsider's point of view, and did not pretend to take any cognisance of the other sections which are no less bulky. Humanitarians interested in China are most anxious to see torture abolished, and while admitting the value of the various punishments inflicted within the Empire at the time they were instituted

they wish, and rightly too, to secure the introduction of methods more in accord with modern ideas. It may be argued that the Chinese are still a barbarous people, and can only be kept in restraint by barbarous punishments, but to that opinion we can hardly subscribe, especially when we remember that in Britain serious crime diminished in consequence of the modifications in our criminal laws. To take only one example. When highway robbery ceased to be an offence punishable by death, highway murders decreased in number. The reason is obvious. The highway-man, in the first instance, realising that if his victim escaped his life was endangered, had practically no option but to add murder to robbery. Subsequently when the death penalty no longer attached to the offence of robbery there was no incentive to murder, because whether he was convicted of that robbery or not his life was still safe. In like manner it might be inferred that murder and violence would cease to be so common in China as at present were robberies and piracies and other offences not met with capital punishment. We do not say it should be done, but the suggestion is perhaps worth consideration by those interested.

Unlike the laws of other countries, the law of China is codified and accessible. But it is archaic, and it is perhaps not so much to say that in many cases those who practise it and obey it do not pretend to understand it. The fact that it has come down from their ancestors is enough for them. The old law which has descended to them has been preserved merely because it was old. But while we do not value law because it is old it does not follow that we regard old law as valueless. By no means. There are laws, the foundations of European legal systems, which we appreciate perhaps all the more because they have been recognised and obeyed from time immemorial, but Western systems have developed from the Greek and Roman Codes, whereas the Chinese system, which was contemporaneous with these, but independent, is practically the same to-day as it was in those early days. Mongol and Manchu adopted the Chinese system of Government and ethics as they found them and proclaimed them incapable of improvement. That time has passed, and the opinion is now freely expressed that improvement is necessary and desirable.

Without attempting a discussion on any theory of jurisprudence—a subject which presents too many subtleties for any but the trained legal mind to grasp—it may be indicated that the law of China is based on the patriarchal theory. The unit in China is not the individual but the family and the law is so framed as to be adjusted to a system of small independent corporations. As Mr. DYER BALL points out, "a family is responsible for the good behaviour of its members, a neighbourhood for its inhabitants, and an official for those governed by him." To replace this system by one based on a Western model making the individual responsible would involve changes of too radical a nature to be appreciated by a conservative people like the Chinese. It would be subversive of the existing social system, and to submit a scheme involving that proposition would be for its promoters to court defeat. At the same time it must not be overlooked that the principle of the responsibility of the individual has been extended very materially since the Code was originally framed, and progress, necessarily slow, may reasonably be anticipated on similar lines.

A most hopeful feature of the budding reform movement is the fact to which

publicity is given by a Chinese organ published in English that "Commissioners have been sent to various foreign countries to make special studies in this line [laws and their administration] and the knowledge which they have accumulated should prove of benefit to the country." Not only the codifying of laws is aimed at, but the betterment of the administration. Corruption, it is generally admitted, is common in China, but how can it well be otherwise when officials are inadequately paid and "squeeze" or "dunceurs" have to be reckoned as part of the remuneration for the offices which they hold? Undoubtedly there are many honest patriotic officials in the Empire, but that does not remove objection to the principle which gives opportunity for irregularities. The system must be changed. A comprehensive code of laws and an honest judiciary are not impossibilities, and when these are attained the purity of the Chinese administration should be as seldom impugned as that of Great Britain. The question suggests itself—What system is likely to give such results? The answer is supplied by the journal to which we have already referred. It remarks that the British "Colonial Administration allows a good deal of latitude in the interpretation of the law and is also adapted to local conditions by Orders in Council specifying modifications which experience shows to be expedient." In conclusion, it is interesting to note that LI YAO CHUN, having returned from Japan, whose legal system he was studying, has been instructed to proceed to British Colonies, especially those where Chinese are resident, to take note of the methods in operation there. "If the reputation of the British Colonial Bench," adds the journal in question, "is found to be really up to standard and if LI YAO CHUN can instil lessons of honesty and impartiality into the judiciary of China a great and good work will have been done for this country by his voyage of inspection." And so say we.

### RANDOM REFLECTIONS

It seems impossible to get away from typhoons these days, but don't let us worry too much. After all, they have their humorous side. I was told the other day of a lady who listened breathlessly to the tale of the tile which was torn from the roof of a house at the Peak, carried upwards for about two or three hundred yards, and then smashed through a pane of glass in a bedroom window. "What happened after that?" she demanded. The story teller gave her a look—and it was such a look—and added—"Oh, it chased a man round the room." She didn't ask to be further enlightened.

The drowsy husband, the man who could sleep through all the uproar of Monday night and Tuesday morning and in spite of the nervous wife by his side, is to be envied. The story goes that in one of the houses which suffered by the typhoon a lady tried to rouse her sleeping spouse by telling him that the wind had got inside the house. "Of course," he muttered, "you can't keep it out." A minute later she nudged him and whispered: "The wall is falling, dear." "Nonsense," was the testy response, "go to sleep." As a dutiful wife should, she lay quiet for a second or two but on hearing the noise which told her that what she feared had happened she turned again to her husband with the impressive words "The wall has fallen, dear!" "Just your fancy" came the answer from the semi-conscious husband, who turned over on his side with the obvious intention of resuming his slumber. Uneasy and anxious lay the nervous wife till a gentleman entered the room. "Bless, my soul," he exclaimed, "are you pair comfortable in bed and the house collapsing?" "I'm not comfortable," replied the lady, glad of the opportunity to express her feelings, "but he is."



In the reports of the typhoon little account is taken of the private losses sustained. These, in many cases, are considerable. In addition to gardens devastated, windows smashed, doors broken, roofs damaged, etc., many residents have to mourn the loss of valuable china and other precious collections destroyed by the ruthless wind. The Chief Justice is one of the sufferers and Mr. Hough was severely hit at Cadzow, his beautiful house being partially wrecked. To say that there was weeping and wailing and gnashing of teeth on that night of disasters is not perhaps literally true: certainly not in the case of the gentleman whose teeth, carefully deposited on the dressing table, was smashed by a brick which fell from the roof. "He couldn't gnash 'em," said the unsympathetic brute who informed me, "he had to gum it."

Coming in what should have been the silent hours of the night, the typhoon made sleep impossible in most houses, and, as was to be expected, people did not go about business next day with their usual briskness. Some explained "up all night through that beastly typhoon: had to hammer windows or doors: then the wife was nervous: it was a rough time." Others were more fortunate. Possessed of the philosophic temperament, and the nature which makes the most of things, they sat down to cards and smokes. What though the wind howled and whistled they could still hear the answer to the question "what's trumps?" and with suitable liquid nourishment they recked little of the storm. When quietness reigned once more, they calmly turned in and agreed they had had not a bad night.

There was a touch of grim humour in one of the reports from the New Territory. It stated "the Indian police are compelled to live in the cells." Seems a sort of retribution, doesn't it? But what would have happened had there been any prisoners in custody? Would they have been turned adrift to shift for themselves? Or would the authorities have consented to prisoners and police consorting together? No doubt the typhoon is a leveller, but still there are distinctions which should be preserved.

I was pleased to read the other day that the Chief Justice and counsel discarded their wigs, the reason being naively expressed by your reporter thus: "It was exceedingly hot in the Supreme Court yesterday." At first I thought there had been another of these ebullitions which have become rather frequent of late and which have created the impression "that all is not well in the State of Denmark," but I was pleased to see the reference was to the atmosphere of the premises and not to the temper of the individuals. Counsel would doubtless appreciate the advantage of a cool head, an advantage not limited, I may remark, to the bar on that occasion.

We are supposed to "know a thing or two" in the East, but yet it is surprising to find how easy it is to gull some of our presumably hard-headed compatriots. For instance, when the statement was published that the Government had paid \$100,000—mark well the figures—more for the dredger just purchased than they ought to have done, many people believed it. Apparently nothing was too bad to be thought of the Government. And the canard was allowed to run for a few days before it was exploded. The Government, with the sublime indifference of the elephant to the thrust of the mosquito, took no notice until Mr. Slade put a few innocent questions at the meeting of the Legislative Council on Thursday. Then the Director of Public Works rose nobly to the occasion and with such remarks as "gross mis-statements," pricked the bubble and exposed the extreme foolishness of the charges that has been made. And nobody could say that the rebuke was undeserved. "Leg pullers" should now experience some difficulty in working off their jokes.

Lord Curzon recently described replies to Parliamentary questions as "those astonishing *tour de force* which combine to give the minimum of information with a fine air of affected candour." How does this fit Colonel Seely's reply to the questions asked in Parlia-

ment last week concerning the Government's action in regard to opium in Hongkong? Colonel Seely trusted to be able to satisfy the House of Commons that "the best opinion in Hongkong, and that of the Governor coincided with the Government's." It is no State secret that His Excellency the Governor as soon as he received the peremptory order of the Secretary of State telegraphed an explanation which was in the nature of a protest, and as no steps have yet been taken to close the so-called opium dens, it is not easy to perceive how the Governor's views coincide with those of the Imperial Government. Lord Curzon's description of Parliamentary replies in general seems to admirably fit this one in particular.

It looks at present very much as if the Hongkong Philharmonic Society is to drop out of the list of Hongkong's institutions, for it has lost its tower of strength. That this should be announced in the typhoon week is, of course, a mere coincidence, for Mr. Fuller's decision to resign the conductorship must have been reached long before. The Philharmonic Society cannot get on very well without Mr. Fuller, and it may be hoped that when he returns from his holiday trip in Java the Committee of the Society will succeed in getting him to reconsider this decision, and be able to give him an assurance of greater encouragement in the future than he has apparently had in the past.

RODERICK RANDOM.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on August 6th in the Council Chamber.

### PRESENT:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.

Major General BROADWOOD (General Officer Commanding).

Hon. Mr. F. H. MAY, C.M.G., (Colonial Secretary).

Hon. Mr. W. REES DAVIES K.C., (Attorney-General).

Hon. Mr. L. A. M. JOHNSTON (Colonial Treasurer).

Hon. Mr. W. CHATHAM C.M.G., (Director of Public Works).

Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Commander BASIL R. H. TAYLOR, R.N. (Harbour Master).

Hon. Dr. HO KAI, M.B., C.M., C.M.G.

Hon. Mr. WEI YUK, C.M.G.

Hon. Mr. MURRAY STEWART.

Hon. Mr. H. A. W. SLADE.

Hon. Mr. W. J. GRESSON.

Mr. C. CLEMENTI (Clerk of Councils).

### MINUTES.

The minutes of the previous meeting were read, and confirmed.

### FINANCIAL MINUTES.

The COLONIAL SECRETARY, by direction of H.E. the Governor, laid on the table Financial minutes, Nos. 42 and 43, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

### FINANCIAL.

The COLONIAL SECRETARY, by direction of H.E. the Governor, laid on the table the report of the Finance Committee, No. 42, and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

### PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table the following papers:—Correspondence regarding the Typhoon Shelter at Mongkoktsui and the proposed Temporary Increase in Light Dues, and the Report on the Botanical and Afforestation Department for the year 1907. The correspondence regarding the Typhoon Shelter had been circulated to members, but since the circulation it had been brought up to date by the addition of a letter received the previous from certain European shipping companies and the answer under date of 6th inst.

### THE TYPHOON—TELEGRAM FROM SECRETARY OF STATE.

HIS EXCELLENCY—I have received from the Secretary of State a telegram which has already been published in the newspapers and which I desire to read to the Council. It runs as follows:—

"Your telegram of the 30th July, news of the typhoon received with great regret by His Majesty's Government who desire me to convey to the community of Hongkong its sincere sympathy at this second disaster within two years."

### ADDITIONAL TYPHOON INFORMATION.

HIS EXCELLENCY—I may add to that that I have recently been in correspondence with the Commander-in-Chief in South China with a view to arranging that any of His Majesty's ships which may be cruising around should send wireless messages to our Observatory of any typhoon or any atmospheric disturbance which they may be able to report. Arrangements are being completed and I hope they will materially increase our knowledge of the direction and course of typhoons and so improve the signalling in this Colony.

### THE TYPHOON SHELTER—IMPOST ON SHIPPING.

HIS EXCELLENCY—I have now to submit to the Council the following resolution:—

Resolved that on and from the 1st January, 1909, the Owner, Agent or Master of every ship which enters the Waters of the Colony shall pay the following Dues to such Officer as the Governor may, from time to time, appoint:—

(1) For all River Steamers, which enter the Waters of the Colony by day or by night:—Five sixths of a cent per ton register.

(2) All other ships which enter the Waters of the Colony:—

Two cents per ton register.

Exemptions:—British and Foreign Ships of War.

It will be within the recollection of members of the Council that in the debate on the Estimates which took place on the 3rd October last year the hon. Mr. Osborne, whose absence I greatly regret, urged upon the Government in a very eloquent—I may say in a very impassioned—speech that there should be no further delay in the erection of another typhoon shelter. He reminded us of the good resolutions which had been formed after the typhoon of 1874, when it was said that some 28,000 lives were lost, and he reproached the Government that nothing had been done for 25 years. In September, 1906, according to his estimate, 10,000 lives were lost. He was supported by the unofficial member representing the Chamber of Commerce, the Hon. Mr. Hewett, who stated that in his opinion the typhoon shelter was urgently needed. Mr. Hewett only spoke as he had spoken previously in the debate in 1906. On that occasion he said that the necessity for another typhoon refuge was admitted by all and that it ought to be built at the earliest possible date. He contrasted the cost which the colony had to bear by the frequent disasters and loss of property incurred by recurring typhoons with the capital cost involved in the erection of a new shelter. In that debate in 1906 the senior unofficial member representing the Chinese community also gave his verdict in favour of an additional typhoon refuge and argued it on the grounds not merely of the safety of material property but on the broader grounds of humanity. The Press of this Colony has been unanimous in supporting the urgent necessity, the immediate necessity of building another typhoon refuge, and they have impressed on the Government that they are incurring a very heavy responsibility in delaying its construction on any grounds whether financial or otherwise. The speakers in the debate last year spoke to those who were already convinced. I myself said in that debate that I thought it an urgent necessity for the Government to afford adequate protection to the small craft frequenting this harbour. I said that in my opinion there should be no delay in making that refuge, and I endorsed the pledge given by my predecessor that it should be undertaken at once. It therefore remained for the Government to decide in what way the money should be provided. After careful study of the finances of the Colony and of the steps which had been adopted in similar crises, I came to the conclusion that the cost should be defrayed by an additional impost on shipping.



in the form of an increase in the light dues. The reasons which prompted me to this conclusion are in brief form in the papers which have been laid on the table to-day in the memorandum which was communicated to the Chamber of Commerce. I will not go into detail on that subject in introducing this resolution, but I shall be glad to give any additional information that may be required later. I will add one or two remarks to the observations contained in the memorandum. In the first place it may be said that this typhoon refuge is mainly for the benefit of native craft. Why then should the native craft not pay for it? The answer to that I have briefly given in the memorandum, namely that it is not only the native craft that benefit but European shipping. As European firms themselves said in one of their earlier letters, "We materially benefit from the typhoon refuges." To this point I shall recur later in the observations I am now making. The following facts may, I think, be of interest to you: In 1907 it is calculated that licensed and unlicensed junks paid 3 cents per ton. That is one cent more than is now asked from ocean shipping as a temporary means to provide for this shelter. It has been calculated, too that of the revenue, produced by the fees and other charges on native craft 59.3 per cent. is spent upon them, whereas for the ocean shipping 83.5 per cent. of what they produced is spent upon them. Fishing junks pay practically the same as trading junks. River steamers, on the other hand, paid only  $\frac{1}{2}$  cent per ton by night, equalling 0.19 or one-seventh a ton on all river tonnage entering the harbour. We therefore have calculated that in the increased percentage they shall pay in the resolution now before the Council. In going into this question it was demonstrated that the fees levied on cargo boats, lighters, and water boats was somewhat inadequate, and this is why they have been raised. In the second place I would remind the Council that in December 1896 the unofficial members of this Council were unanimous, with one exception, that the light dues should be permanently increased, not temporarily, to 2½ cents per ton. That recommendation was not at the time accepted again. In 1902 the committee appointed to investigate sources of possible increases in the revenue, proposed that 2½ cents should be levied on shipping, and that the proposal now before the Council is not a novel one. It is one which has already been fully investigated and one which has been unanimously approved in this Council with one exception. The papers which have been laid on the table show that during the time the light dues were increased for the erection of the Gap Rock lighthouse to 2½ cents the tonnage entering this port steadily increased, but it was noticeable that the tonnage of junks remained stationary. Why was this? I think it is reasonable to assume that it is due to the fact that this harbour will not accommodate more junks in safety. You cannot expect a larger junk traffic so long as junks are exposed to the risks which they are at the present time in every typhoon which blows. It may be further asked why should this tax be imposed upon shipping only? I fear, gentlemen that when we come to frame the budget for next year we may find that shipping is not the only industry which will have to pay extra taxation. What with the fall in exchange, what with the precarious position of the opium monopoly, what with subsidiary coinage, what with the heavy loss suffered in this last typhoon in addition to the rainstorms which preceded it, what with increased interest on railway construction, and the prevailing trade depression, I fear that the outlook is not a very bright one. Already the margin that we have over the capital expenditure on public works extraordinary has fallen practically to its lowest limit. It only stands at two-thirds of what it was last year and is only sufficient to continue the works already under construction and those minor works which from year to year become absolutely necessary. Next year we shall have to provide \$150,000 extra for interest on railway construction, and these sums for the railway will go on steadily increasing until they culminate in 1911 when we shall have to create a sinking fund on our borrowings. In that year including interest and sinking fund, we may assume we shall have to pay four and a half on one million sterling and three and

a half on half a million sterling. That will amount to a capital sum of £6,000, or £55,000 which in the falling rate of exchange will mean something like \$600,000 out of our revenue. I, think hon members will agree, after what I have said, that the Government may feel that it has a mandate, a mandate of quite an extraordinary and unanimous description, to undertake the construction of this refuge. It has been urged in the strongest terms in this Council. It has been urged by the Chamber of Commerce. It has been urged by committees which represent the varying interests of this colony. It has been urged by the local Press. Acting on that mandate the Government has prepared a scheme and it has come to definite decisions. The sanction of the Secretary of State to the proposals has been asked and we have already gone to the extent of acquiring a dredger to commence the work. I think therefore that we must say that the decision to build a shelter is one that has been taken by the community as a whole and not merely by the Government. The pledge of the late Governor and myself that this should be undertaken without delay was unanimously welcomed. Therefore we have acted upon it. Reconsideration of this fundamental question appears to me now to be impossible. If the Government were to hang up the question again, to reopen the arguments on various sides, it would in my opinion lay itself open, and justly, to the charge of vacillation and ineptitude. I will not travel over the various arguments which have been employed in this question, but I will recapitulate very briefly in order to show of what the mandate consisted. In 1904 the Chamber of Commerce urged that Causeway Bay was inadequate. They also said it was on the wrong side of the harbour and that they would welcome a change of position. They welcomed a larger area. They added that they had constantly urged that since 1898. Unofficial members of the Council, including the representative of the Chamber of Commerce and the shipping interest, endorsed this view. The Typhoon Committee was unanimously in favour of the typhoon refuge to be established at Mongkoktsui. In their last letter the signatories who represent the shipping interest say: "It is quite true that two of those who signed the protest had also signed the report of the Typhoon Refuge Committee." But, gentlemen, if you turn to the list of members of that Typhoon Committee you will find not merely two, but you will find the representatives of the P. and O., Jardine, Matheson & Co., Butterfield and Swire, Gibb, Livingston & Co., David Sassoon & Co., and Shewan, Tomes and Company. You will find that six of the shipping firms recorded their opinion that this typhoon refuge was absolutely necessary and that it should be constructed at Mongkoktsui—six out of the eleven signatories who happened to be on the committee. In addition there are three other signatories of leading shipping firms who I notice did not sign the present protest. Finally, the question was referred to the Public Works Committee of this Council. They unanimously recommended that the typhoon shelter should be built at Mongkoktsui. Their recommendation carries greater weight than perhaps any other, looking to the fact that the day before that committee revised an estimate in which it was stated that the typhoon shelter would cost a million and a half of dollars. In spite of that they recommended that it should be built. The Public Works Committee included I think, the Chairman of the Chamber of Commerce who also represents very important interests in this Colony. A fiercer light beats upon a scheme when you know who has got to pay for it and in the last letter which came from the Chamber of Commerce or from the shipping interests they practically say that it is quite true that some of them signed that typhoon report. They, however, were under the impression that Government was going to pay for it. With that I certainly sympathise. It is no doubt human nature that it should be so. I expected a protest from the shipping industry, and they drew a very doleful picture of the ruin and disaster which is going to overtake the Colony in consequence of the extra cent in light dues, but practically their arguments, I think, may be summed up in two general views. The

first is that the tax is too heavy; the conditions are not the same as they were ten years ago when the Gap Rock Lighthouse was built. Competition is keener; ships are larger and pay more in dues, and rival ports are springing up. Secondly, they say they are not opposed in principle, but would like a longer time. They would like the contribution to be spread over a longer time. In order to meet their views have reduced the proposed tax from 2½ cents to two cents, and it is now spread over a period of eleven years instead of five years as was anticipated at first. In the letter written at my instance by the Hon. Colonial Secretary to the Chamber of Commerce I examined that proposal to finance the scheme by means of an overdraft on a local bank at six per cent. I propose a counter scheme myself, into which I will not go at the present moment until I hear the views of unofficial members upon it. After all, gentlemen, what is the matter in dispute? The shipping agrees to the principle; it agrees to the half cent. The Government has knocked off half a cent. There is therefore only half a cent in dispute. Half a cent at the present returns from shipping represents a sum of \$40,000 a year. I notice that the signatories to this protest all represent British firms. If you turn to the Harbour Master's report for last year you will find that the tonnage on British ships stood at 5,922,830, and on foreign ships at 5,589,393. That is to say, it is practically half and half. The extra liability thrown upon the British firms amounts to \$20,000 per annum. Really, gentlemen, I think that is a small sum, and it is hardly worth the indignant protests which have been received by the Government in the matter. If indeed the disastrous effects which the shipping interests contemplated will follow upon the policy of the Government it may perhaps after some years trial be possible to alter our fatal course, but in the meantime I think, as I have already stated, that the proposal which is now before the Council is a reasonable one, and a moderate one. With regard also to the point as to the onus which falls upon the shipping, it will be interesting for you to know that careful calculation shows that during 1907 including charges for light dues, and buoys, the charge to each P. and O. mail steamer was \$248, the charge to each Messageries Maritimes steamer \$144, and to each German steamer \$203. These, gentlemen, don't seem to me to be at all outrageous figures. It is to me a matter of the very greatest possible regret that we have not reached perfect unanimity on this question. The decision is a very grave one, and I can assure you it has been duly weighed. It is not pleasant at any time to impose extra taxes, least of all at a time when the community is suffering from great depression; most of all it is distasteful when the proposition is opposed by members of the community of such weight and standing as those who have signed this protest, members of the community whose views are entitled to receive the utmost weight and consideration from the Government. I had hoped that the compromise of two cents per ton would have produced unanimity, and I greatly regret that it has not done so. It is, as we all know, a year of increased taxation. We know that at home in the United Kingdom, in Japan and other places in the Far East, and all round, the burden of taxation is increasing, and we cannot hope that Hongkong should remain exempt. Now, gentlemen, turn to another aspect. In this matter the Government is placed, as we may say, under cross fire. On the one hand I find myself standing here to-day to defend the principle of constructing a typhoon refuge. What I expected to have to defend the Government on, if anything, was the question of delay in not having done it sooner. I trust I have carried with me those who were still doubtful about the shelter. I will now endeavour to do my best to show to those who have urged that it should have been done long ago that there has been no undue delay. In the debate on September 17th on the estimates, which was practically the first meeting of the Council I attended, I stated that I concurred in the principle of the typhoon refuge. On October 3rd, in reply to the speeches of Mr. Osborne and Mr. Hewett, to which I have already alluded, I said an estimate had been received for \$1,400,000 and as this seemed an enormous sum I had to refer it back



to the engineer who prepared it to see if it could be reduced. On December 19th the revised report of the engineer had been received, and was immediately laid before the Public Works Committee when they asked for further time to consider the report and the plans on a work of such great magnitude. On January 4th they reported. There was still some lingering doubt in my mind as to the position of the shelter, and I took the opportunity to again consult the Chinese merchants through the Hon. Registrar-General, and asked their views as to the position of a shelter. I was assured that they were strongly in favour of Mongkoktsui, and if they had hesitated between that and any other position it was simply because they believed the Government would not erect an adequate one which would afford perfect safety against typhoons. Having received the unanimous report of the Public Works Committee I went fully and carefully into the question of finance. That naturally occupied some little time, and on March 7th I submitted the proposals to the Secretary of State. On May 27th, having had no reply from him, I telegraphed the Secretary of State, receiving in reply the answer that the matter had been referred to the Lords of the Treasury and the consulting engineers. On July 15th I again telegraphed, and I received the reply that the consulting engineers proposed certain modifications. On July 20th I again telegraphed, and I asked whether the consulting engineers could submit by telegraph the chief points on which they wished further information. On August 4th I received a reply saying that the consulting engineers adhered to their desire for information on certain points, but that we could proceed at once with a portion of the dredging. Meanwhile correspondence was continued with the Chamber of Commerce, the result of which is now before you on the table. We also secured the dredger, and Council will, I think, agree with me that there has been no waste of time in this matter. They will also agree that overhaste in so important a work would have been even worse than some delay. I have alluded to the dredger. At the last meeting of Council, in answer to a question from the hon. member on my right, the Hon. Director of Public Works gave full information regarding that purchase. I think we may say it was a good bargain, and I hope that its acquisition will reduce the cost of the typhoon shelter. I may remind you that if the dredger had been sold out of the Colony we should have had to pay monopoly rates for whatever work we had to do, and I have good reason to believe it was likely to be sold out of the Colony, and within 48 hours an offer was made. She was surveyed as late as November last, and I was advised that to redock her now would be an unnecessary expense to the Colony. She was surveyed in working condition and found to be everywhere sound and fit for her purpose. I may add too the figures given by the Hon. Director of Public Works when he contrasted the capacity of the "St. Enoch" with the "Canton River" that the maintenance of the one compared with the other was 44 per cent. in favour of the "St. Enoch." I will add a few remarks before I resume my seat regarding the last letter which I only saw this morning from the shipping interests. They say that the last typhoon goes to show that there is no necessity for constructing another shelter at Mongkoktsui. I am informed, gentlemen, that according to the police returns, that the last typhoon destroyed 66 native craft within the limits of the harbour, and 45 lives so far are known to be lost. As you all know, these figures must be very much under the mark. In that number of 66 just quoted are included very many craft of European make. The typhoon of July 27th-28th came from the north east, and returns from the Observatory show that it never reached any point west to south. It therefore was not so destructive to native craft, and consequently to native life in the harbour as the one of September 1906. But we may any day have a typhoon from the west, with the same destructive results then experienced. As it was the craft in the western portion of the harbour were unable to reach Causeway Bay. Many fled to Stonecutters and there the "Morning Star," the Star Ferry Company's

boat, was driven ashore. Several other vessels belonging to that Company had a narrow escape. The Kowloon Wharf and Godown Co. lost two, one drifting away and many many other craft were blown out, including a "Blue Funnel" lighter. Another firm was said to have lost eight lighters. I think this goes to show, as I said before, that European built craft will benefit very much indeed from the typhoon refuge at Mongkoktsui as well as native craft. You must bear in mind that a European industry, the Wharf and Godown Co., have, I believe, something like eighty vessels employed in serving the shipping interests of the Colony. To them, at any rate, the refuge would have a very great value. The letter goes on to say that Causeway Bay was not full on that occasion. I submit to you that it is very hard to say whether Causeway Bay was full or not, seeing that the typhoon occurred at midnight, but it is admitted that there was a great compression just outside the entrance late in the evening. I have some direct evidence on that point. The Wharf and Godown Company, of whom I asked the question, informed me that they sent their lighters at 5 p.m. to Causeway Bay and at six o'clock they were told that Causeway Bay was full, and began to tow their lighters to Stonecutters, over a mile distant. When they arrived there safe they were blown out. Even if Causeway Bay were not full I don't see that this is a good argument against having the shelter on the other side of the harbour, because it is admitted that craft from the west could not get to Causeway Bay. I have been furnished with these figures showing the number of vessels which had been counted outside the shelter entrance early on the morning of the 28th—9 junks, 38 European lighters sought refuge in Kowloon Bay, Hung-ham Bay, off Yaumati and behind Stonecutters, while 200 sampans were counted off Yaumati. There were also 112 native craft and four European lighters in Chinwan Bay. Presumably, had there been an adequate shelter at Mongkoktsui, all these vessels would have found refuge inside. The signatories to that letter also say that the Government suggest there was plenty of water in Causeway Bay. That, I think, is certainly not the case, and is sufficiently disproved by the fact that we are now spending \$50,000 in deepening it. I have nothing more new to add gentlemen, in submitting this resolution to the Council. It is a resolution of the greatest importance. It is not merely a question as to the prosperity of this Colony, or as to the commercial profits of our port. It is a question of humanity. It is a question which has been debated since the year 1874, and was accentuated by the great typhoon of September 1906, when 10,000 lives were said to have been lost; also a vast amount of property belonging to our Chinese fellow subjects was destroyed. They pay a large proportion of the revenue of this Colony, and I don't think this Council should hesitate to pass this resolution which imposes some extra taxation which in this instance falls chiefly upon the European community. I recommend for your acceptance the resolution which I commenced my observations by reading.

The ATTORNEY-GENERAL seconded.

Hon. Mr. MURRAY STEWART—The correspondence which was circulated during the week gives the views of the Chamber of Commerce amply up to yesterday and I had hoped would have relieved me from the necessity of addressing the Council on this much discussed subject. A new feature has, however, been introduced into the controversy by the letter from the Shipping Companies, addressed to the Government yesterday afternoon. A copy was sent in to the Chamber of Commerce but there has not been time to hold a Committee meeting. I do not know whether a Committee meeting would result in the unanimous adoption of the views of the Shipping Companies, but it is more than probable that opinion would favour postponing this resolution until the matter has been again discussed, and in an affair of such importance it is natural that I should wish to represent fully the views of Chamber. Two new points were raised in the letter, the first drawn from the experience of the late typhoon; the second covers the suggestion that the Government intend to fill up Causeway Bay and make a fine profit out of

the resulting land. I am a little doubtful whether that point was put forward with the idea of attributing Machiavellian intentions to the Government, or merely by the way of subtly supplying a hint of a hitherto-unthought-of way out of our present difficulties. The Government should at least give an assurance that if there is any such intention, or if when the proposed shelter at Mongkoktsui is finished, it should seem desirable to reclaim Causeway Bay, the funds so realized will be devoted to reducing the outstanding debt appearing as the cost of the Mongkoktsui scheme. In any case the point raised opens up a new possibility which should perhaps be discussed. I can easily understand that it must seem from the official point of view that an enormous latitude has already been given to discussion over this matter, but the extraordinary rapidity with which the personnel of this community changes, outside official circles, constitutes a valid excuse for the reappearance even of old arguments brought forward by new men, and justifies a special claim upon the consideration of the officials. The need of the moment is that conviction should be brought home to the minds of those who are immediately and at the moment concerned, I am such a true believer in the superiority of discussion over correspondence as a means of arriving at agreement, and this method having borne such excellent results in the recent discussion of the Health Bill, that even at the eleventh hour in view of the influentially signed protest which has been made, I would beg the Government to consider seriously whether it would not be desirable in the public interest, and in the interest of the harmonious working of this scheme, to afford an opportunity for the signatories of that protest to meet the permanent officials, who have the subject at their fingers' ends, and to hear the case for the Government proposals in all its bearings. I am hopeful that they might be convinced of the validity of the reasons which convince me that the proposals are reasonable and moderate.—if, that is, they still remain unconvinced by Your Excellency's statement of the case. In any case I have been asked by the Chairman of the Chamber of Commerce to beg Your Excellency to postpone this most important resolution, not for long; only to allow time for the suggested meeting to take place, and I therefore think it is my duty on behalf of the Chamber to make this appeal.

Hon. Mr. GUNSON—Your Excellency, I think that the discussion has not been sufficiently brought to the notice of members of this Council, and that circumstances alter cases. It has been mentioned that in 1906, as a member of the Typhoon Committee, I was in favour of an expenditure for the Mongkoktsui refuge. That is undoubtedly so. The figures that I had laid before me, and which were sanctioned by the Public Works Committee about the same time, comprised an expenditure of some \$500,000. But at that time the revenue of the Colony was not in the precarious state it is now. We did not know that at one fell swoop we were going to lose a great and important part of our revenue. Also I understood that the contribution which was promised by your predecessor to the fund, a sum of \$300,000, would be available for payment of work at this refuge. Therefore Sir, you will see that at that time the Typhoon Committee only anticipated an expenditure of \$300,000. That is a different thing to the sanctioning of an expenditure of \$1,500,000. Your Excellency also laid great stress on the fact that the chairman of the Chamber of Commerce and its representative in this Council strongly supported it. But he also strongly opposed any increase of light dues to pay for it. The feeling in the Colony seems to me somewhat changed as to the advisability of a refuge, and I think the proposal made by the representative of the Chamber of Commerce well worth your Excellency's consideration. I would also ask that the decision should be postponed till we have had one further opportunity of discussing the whole matter, and I will second the amendment of the representative of the Chamber of Commerce.

Hon. Dr. HO KAI—Sir, I must say I am in favour of the Government granting the request of the hon. member representing the Chamber of Commerce, which was supported by the hon. member who has just taken his seat. Personally, I think a conference would be sufficient to settle



all discussions, also to make everyone thoroughly understand the position we are in. As in the case of the Public Health and Buildings Bill, I am quite confident that this conference would be productive of much good, and I quite believe with the hon. member for the Chamber of Commerce that the result of it will repay us. I may say that the views I expressed in September two years ago in this Council I still maintain. I say come what may, and cost what it may we must, upon the broad principle of humanity alone, do something to save these poor Chinese who live on the water and their craft from devastation by typhoons. And if the cost cannot be found by increasing the light dues, then it has to be found by the increasing of rates or the assessed taxes of the Colony. The question before the Council just boils down to this: Are the ratapayers of this Colony—the majority of whom are poor—to have their taxes increased by about 70 per cent, or shall we ask the shipping firms to increase their contribution by one cent per ton for a certain number of years? As a representative of the ratapayers there is absolutely no doubt what position I shall take, and at the same time I quite understand the attitude adopted by the shipping firms. They naturally do not like to have any of the burden falling on them, but in this case I understand that the proposal of the Government is to defray half the cost out of the general revenue of the Colony, and the other half out of light dues. There is one point that was touched on by the hon. member opposite. He spoke of the three lacs of dollars promised by the Government which included \$270,000 odd and \$80,000 handed over by the Typhoon Relief Committee. The Government thought this amount should be expended in the erection of a new shelter. Another point was mentioned by the member for the Chamber of Commerce which also deserved attention. That was regarding Causeway Bay when the new refuge was at Mongkoktsui. A conference might be called on the subject, and I am quite confident the result will be satisfactory.

Hon. Mr. WAI YUK—I quite agree with the hon. Dr. Hon. Kai, and have much pleasure in supporting what he said.

HIS EXCELLENCY—Gentlemen, I think that the course of action which was pursued in regard to the Public Health and Buildings Ordinance which has been alluded to by the hon. member who proposed the amendment now under consideration will prove to you that there is no one who more fully and strongly believes in discussion in preference to arbitrary action than I do. But, gentlemen, the discussions which took place on the Public Health and Buildings Ordinance were discussions of a wholly different class to the one we are now having. They were questions of immensity of detail; questions as to how the law could best be applied in various troublesome circumstances. The question before the Council to-day is a clear issue. It is not one, I maintain, in which further postponement or further hanging up can do any real good. If I could see my way to converting one single person who does not now believe this is the best course, I would gladly postpone it. But I do not. Frankly, I think further discussion means further friction. We have discussed this matter. The Government has stated that it is prepared to make the charge two instead of two and a half cents. Any other valuable sources of revenue such as those proposed by the senior Chinese member must be hypothecated to other necessities we foresee in the future. In that case, with what object do we meet the signatories to this letter? The Government is in a cleft stick. It is unable to recede from its position when the refuge is absolutely necessary, and when the minimum which we can ask from the shipping interests has been asked. We have nothing to alter. What then, gentlemen, is the use of further discussion. The hon. member of the Chamber of Commerce said a new factor had been introduced by the lesson we received in the last typhoon. Are we to take more lessons from more typhoons? Are we to sacrifice more lives before we make up our minds what we are going to do in this matter? He said also that there was a new aspect on account of the constantly changing personnel of this Colony. Will waiting bring us any nearer our end from that point of view? Are

we to wait for fresh changes, fresh arguments and fresh men? As I said before, gentlemen, I think any further postponement, nothing more or less than culpable vacillation. We have got to do this thing, and we should make up our minds to do it at once. I feel sure that the consensus of opinion in this Colony is in favour of the Government's proposal, and the mover of the amendment proclaimed himself a believer in the moderate proposals of the Government. He said that a new and hitherto unthought of project had been foreshadowed in the last letter from the shipping interests, namely, the idea of filling in about Causeway Bay. That is a familiar idea, and has not been unthought of. I had it suggested to me sometime ago and I thought it was not then unknown to the hon. and learned member who I am sorry to see is absent to-day. I had a valuation made. I thought it at first a somewhat admirable project to mortgage, so to say, the land which might be reclaimed, and so to provide funds for this typhoon shelter. But I am advised that the reclamation of a very considerable portion of the bay would only produce a sum of something like \$15,000, not one-hundredth of the sum required. I am also myself very strongly of opinion that there must always be a shelter, though perhaps not so large, in the east as well as in the west. It may be possible hereafter to reclaim some portion of the inland area of Causeway Bay, but that cannot at any rate be done until the shelter at Mongkoktsui is completed and a going concern. That will not, in all probability, happen during the period I have the honour to occupy this chair, and I do not feel I could pledge futurity by any promise that any sum realised shall be devoted to defraying any outstanding balance on the Mongkoktsui refuge. If I am here, and if the reclamation should be carried out and a sum should continue outstanding for the Mongkoktsui refuge I would support myself a suggestion that the sum realised from the reclamation should go towards the outstanding deficit of the Mongkoktsui refuge. The senior unofficial member alluded to the balance of a sum which was subscribed towards the typhoon relief, also to the pledge given by my predecessor that the Government would contribute an equal amount to any amount subscribed by the community. The balance we have in hand of the typhoon relief committees, will be partly, I fear, required to meet distresses from this recent typhoon, but whatever remains of it will certainly be devoted to the typhoon refuge in accordance with the promise given by my predecessor. As regards the donation by the Government of a sum equal to that subscribed by individuals of the Colony, \$249,000, the Government proposes to give half out of the revenues. Supposing we assume that the light dues stand aside, the Government still gives half, which amounts to \$750,000. I do not recollect any other point that was raised. I will now put the resolution to the vote.

The ATTORNEY-GENERAL—A point of order. May I ask the hon. member opposite if his proposal is an adjournment of the debate.

Hon. Mr. MURRAY STEWART said it was, and framed his amendment which read "That the debate shall be adjourned pending deliberations upon the Shipping Companies' protest."

On being put to the meeting the amendment was lost, the unofficials voting for, and the officials against it.

The resolution was then put and was carried by ten to two, the Hon. Mr. W. J. GRESSON and Hon. Mr. MURRAY STEWART voting against it.

HIS EXCELLENCY—Council stands adjourned sine die.

#### FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the Council—the Colonial Secretary presiding. The following votes were passed:

##### COMPENSATION FOR RESUMPTION.

The Governor recommended the Council to vote a sum of One thousand three hundred and sixty-eight Dollars (\$1,368) in aid of the vote, Public Works, Extraordinary, Miscellaneous, Compensation for the Resumption of Lots Nos. 212 and 711 situated in Demarcation District No. 6.

#### STEAM LAUNCH REPAIRS.

The Governor recommended the Council to vote a sum of one hundred and eight-nine Dollars (\$189) in aid of vote, Post Office, A.—Hongkong Post Office, other Charges, Repairs to Steam-Launch.

#### THE TYPHOON

##### CAPTAIN PAGE'S FATE.

All doubts are now at rest concerning the fate of Captain Page of the s.s. "Yingking." On Friday night the body of a European was picked up at Castle Peak, near the scene of the wreck, and brought on to Hongkong for identification. It was so badly disfigured, however, that nobody could recognise it, but Detective-Sergeant Terrett recognised the watch and chain as belonging to Captain Page. The watch was badly damaged by water, the hands were missing and a considerable quantity of clay clogged the works.

The body was found by the crew of the steam launch "Kwong Sing." When first sighted those on board the launch noticed four Chinese in a small fishing craft rifling the European's pockets. The coxswain of the launch approached the fishing boat, and finding the crew in possession of Captain Page's watch and chain, arrested them and handed them over to the police at Capetown. They were charged before Mr. J. H. Kemp at the Magistracy on Saturday with stealing the watch and chain, found guilty, and sentence of three months' imprisonment was passed on each of the defendants.

The funeral of Captain Page took place on Saturday night, a hasty burial being necessary. The few of his friends who received information followed the cortege to Happy Valley. There the funeral service was conducted, and the remains of the Captain laid to rest, "mid lanterns dimly burning."

##### H.M.S. "WHITING" REFLOATED.

Since Tuesday last the "boys in blue" have been hard at it, night and day, working to refloat the "Whiting," which was driven on the rocks at Lyceemoo Pass. Men from H.M.S. "Tamar," H.M.S. "Bramble," H.M.S. "Thistle" and other warships in port, under the command of Commander Grenfield, R.N., and Lieut. Isaacson, R.N., were busily engaged removing the guns, coal and stores from the ship to lighten her in every way possible. The operations of lifting and refloating the "Whiting" were under the personal direction of Chief Constructor W. T. Hockaday, of the Royal Corps of Naval Constructors, and it is due to his able management and the energy of the men already mentioned that the torpedo boat was successfully refloated. The Navy men were greatly assisted in their work through the kindness of Messrs. Butterfield and Swire and the Hongkong and Whampoa Dock, who placed their efficient pumping gear at the disposal of the salvors. The "Whiting" when docked, was found to be badly damaged in the engine and after boiler rooms, and it is anticipated that she will be several weeks undergoing repairs.

##### MISCELLANEOUS.

Divers and salvors are at work on the sunken or stranded steamers in the harbour and several of them are expected to be refloated in the course of a few days. Dead bodies are still being recovered from the water, and the total death roll is likely to be considerable.

##### MORE TYPHOONS.

Almost daily since the great typhoon warnings of other typhoons in the China Sea have been received by the American Consulate from the Manila Observatory.

#### MESSAGES OF SYMPATHY.

FROM THE SECRETARY OF STATE TO THE GOVERNOR.

"Your telegram of 30th July, news of Typhoon, received with great regret by H. M. Government, who desired me to convey to Community of Hongkong sincere sympathy at this second disaster within two years."

FROM COMMODORE TO GOVERNOR.

Commodore's Office,  
Hongkong, 19th July, 1908.

Your Excellency,—I have the honour to forward for your information a copy of a telegram which I have received from Vice-Admiral The



Honourable Sir Hedworth Lambton, K.C.B.,  
K.C.V.O., Commander-in-Chief, China Station.  
—I have etc.,

R. H. S. STOKES,  
Rear-Admiral.

His Excellency,

Sir Frederick J. D. Lugard, K.C.M.G.,  
C.B., D.S.O., Governor, &c.,

TELEGRAM.

From Commander-in-Chief, Tsingtau, to  
Senior Naval Officer, Hongkong, of 29th  
July, 1908.

"Very much regret to hear of typhoon. Hope  
no lives lost in Colony."

FROM THE CONSUL FOR FRANCE TO THE  
COLONIAL SECRETARY.

Hongkong, le 30th Juillet 1908.

Monsieur le Secrétaire Colonial,  
Par un télégramme parti hier soir de Hanoi, M.  
le Gouverneur Général p.f. de l'Indo-Chine, à  
qui j'avais communiqué des renseignements  
détailés au sujet des résultats désastreux du  
typhoon de la nuit de lundi à mardi dernier,  
m'a prié de transmettre au Gouvernement de  
Hongkong l'expression des sincères con-  
dolances de l'Indo-Chine française, pour les  
dommages subis par la colonie anglaise de  
Hongkong. Je me permets d'y joindre mes  
regrets personnels. Je ne doute d'ailleurs pas  
que le Gouvernement français, à qui j'ai égale-  
ment fait part de cet événement inattendu, ne  
sera douloureusement ému à la nouvelle de ce  
désastre qui a suivi de si près celui du 18 Sep-  
tembre 1906.

Je vous serais particulièrement reconnaissant  
de vouloir bien donner connaissance de la  
présente communication à Son Excellence le  
Gouverneur.

Veuillez agréer, Monsieur le Secrétaire  
Colonial, les assurances de ma haute con-  
sideration.

(Sd.) GASTON LIEBERT.

FROM THE GOVERNOR, MACAO TO THE  
GOVERNOR,

30th July, 1908.

"The Colony of Macao deeply regrets the  
disasters and damages suffered by Hongkong.  
I present Your Excellency my sincere  
sympathy."

FROM THE JAPANESE CONSUL.

Japanese Consulate,

Hongkong, 31st July, 1908.

Sir,—I have the honour to inform you that  
I have just received a telegram from Viscount  
Teranishi, Minister of State for Foreign  
Affairs, instructing me to convey to His  
Excellency the Governor the expression of his  
profound sympathy at the terrible disaster  
which has befallen this port.—I have etc.,

T. FUNATSU,

Vice-Consul for Japan.

Hon. F. H. May, C.M.G.,

Colonial Secretary,

Hongkong.

TELEGRAM.

"Convey to Governor of Hongkong expression  
of my profound sympathy at terrible disaster  
which has befallen that port."

### ELECTROCUTED.

On August 1st a native employed by  
the China and Japan Telephone Company met  
with a strange death in Wing Lok Street.  
While engaged in repairing some wires which  
had been damaged by the typhoon he got in  
contact with one of the Electric Light Co.'s  
live wires, and could not be released until the  
supply of current had been cut off at the  
generating station. About an hour and a half  
was spent in extricating the body which, after  
being taken to the Central Police Station, was  
removed to the Mortuary.

The many friends of Captain Mitchell-  
Taylor, A.D.C., to H. E. the Governor, will be  
sorry to learn that he is suffering from  
appendicitis and that it will probably be  
necessary for him to undergo an operation.

The directors of the Eastern Extension  
Australasia and China Telegraph Company,  
Limited, have declared an interim dividend for  
the quarter ended March 31 last of 2s. 6d. per  
share, free of income-tax.

## THE TYPHOON SHELTER

### THE GOVERNMENT'S REJOINDER.

The following reply has been returned by the  
Government to the letter from the Shipping  
Firms published which appears on page 14:—

Colonial Secretary's Office,  
Hongkong, 6th August, 1908.

Gentlemen,—I am directed to acknowledge  
the receipt of your letter of the 5th instant  
protesting against the resolution to be consider-  
ed to-day by the Legislative Council to raise the  
Light Dues from 1 cent to 2 cents per net  
register ton for the purpose of defraying half  
the cost of the proposed Typhoon Shelter at  
Mongkoktsui.

Your letter of the 23rd of June to which  
reference is made was received under cover of a  
letter from the Chamber of Commerce dated the  
3rd ultimo.

A reply was sent to the Chamber on the 25th  
ultimo and in the circumstances the Govern-  
ment did not conceive that a separate answer to  
your letter of the 23rd of June was necessary.

2. With regard to the 2nd and 3rd para-  
graphs of your letter under reply, I am to point  
out that you have misunderstood the nature of  
the reference made to the Typhoon Relief  
Committee in my letter of the 18th of Decem-  
ber, 1906. That letter covered a report by Mr.  
J. E. Boulton in which several schemes for a  
second boat shelter were discussed and the  
opinion of the Typhoon Relief Committee on the  
merits of the several proposals were invited.  
The Committee pronounced in favour of  
Mongkoktsui.

3. Your contention now is that so large and  
costly a shelter is not necessary, and you aver  
that on the night of the typhoon of the 27th  
July the shelter at Causeway Bay was by no  
means full and that on the afternoon of the  
same day there was congestion owing to the  
inability of the craft already in the refuge to  
get further in and make room for others.

It is possible that on the afternoon in question  
owing to low tide some congestion did occur,  
but with the rising tide the shelter was filled  
with boats; and that it was not adequate to  
accommodate all the craft that would have  
sought shelter if shelter had been available is  
proved by the fact that in the Harbour no less  
than 6 steam-launches, 1 motorboat, 10 Euro-  
pean lighters, and 66 junks, cargo-boats and  
sampans were wrecked, with a loss of 45 lives,  
on the night in question. Large numbers of  
craft of various descriptions took shelter behind  
Stonecutters' Island and along the Yaumati  
shore, and it was solely due to the fact that at  
no time did the typhoon blow from the  
westward that these did not suffer great loss  
and damage.

4. It is within your knowledge that steps are  
being taken to deepen that portion of Causeway  
Bay which becomes exposed at low tide, for which  
Shipping will not be charged. There is no  
present intention to fill in Causeway Bay on the  
provision of a second shelter. The Causeway  
Bay shelter is regarded as a useful harbour of  
refuge especially for the numerous boats that  
frequent the eastern portion of the Harbour.  
But it has its limitations, one of which is its  
inadequate size and the other its inaccessibility  
for lighters and other craft using the western  
and north-western portions of the Harbour.

I am to remind you that the question of the  
provision of a second Typhoon Shelter has now  
been under consideration for four years during  
which period the Government has been urged  
in the Public Press and in the Legislative  
Council to prosecute the work with expedition  
in response to the loudly declared desire of the  
community. The location of the shelter at  
Mongkoktsui has been approved by various  
representative Committees and procrastination  
now on the part of the Government would justify  
merit censure.

5. For these and other reasons fully set out  
in the printed correspondence of which a copy is  
enclosed, His Excellency is not prepared to re-  
open the question of the provision of a second  
shelter, of its location or of the method of  
financing its construction, matters which have  
received the very earnest consideration of the  
Government, its expert advisers and the Public

Works Committee of the Legislative Council  
for many months past—I am, &c.,

F. H. MAY,

Colonial Secretary.

The Acting Superintendent, Peninsular and  
Oriental Steam Navigation Company, and  
others.

### UNLAWFUL POSSESSION OF OPIUM.

#### CHARGE AGAINST CAPTAIN PENNEFATHER.

Before Mr. J. H. Kemp at the Magistracy  
on the 5th inst. the case was called on in  
which Captain Pennefather of the s.s.  
"Sunkiang" was charged with having in his  
possession 1,380 taels of prepared opium without  
a valid certificate; also with having a quantity  
of loose opium without a certificate of purchase  
from the licensee.

Mr. A. Holborow (of Messrs. Deacon, Looker  
and Deacon) represented the Opium Farmer,  
while Captain Pennefather was represented by  
Mr. Daniels (of Messrs. Johnson, Stokes and  
Master).

Mr. Daniels said he had been instructed that  
morning, and asked for an adjournment. The  
defendant got the summons on Tuesday after-  
noon and his boat was to have sailed later in the  
evening, but was delayed until the following  
morning in consequence.

Mr. Holborow—Before your Worship decides  
to grant an adjournment I might say that the  
defendant left without giving any explanation  
at all. I understand my friend is not concerned  
with any of the specific charges brought by the  
Opium Farmer.

Mr. Daniels—My friend seems to know a  
great deal more about my position here than I  
do. I am here to defend Captain Pennefather.  
The summons was served on him yesterday  
afternoon, and in the evening Messrs.  
Butterfield and Swire saw Inspector Hanson  
who said if the captain went away, and notified  
the police when he returned, it would be all  
right. I am prepared to give an undertaking  
that the Opium Farmer shall be informed of his  
return. I should like an adjournment until  
about three weeks' time. The other side cannot  
be prejudiced in any way.

The hearing was adjourned *sine die*.

### A FAMOUS PERJURY CASE.

The action heard in the Supreme Court of  
Hongkong, in which Wong Ka Chuen since  
dead was the principal has now reached the  
House of Lords. It will be remembered that at  
the end of the trial of the issue as to whether  
Wong Ka Chuen was a partner in the Lai Hing  
firm his Lordship committed eight of the wit-  
nesses to prison for perjury. These men mer-  
chants in Hongkong appealed against this order  
but the Full Court confirmed it. Part of the  
sentence had been served. The petitioners  
now asked for special leave to appeal on the  
ground that they were not informed of the  
allegations of perjury made against them, or  
allowed time for their defence. Lord Robert-  
son said their lordships would humbly advise  
His Majesty to grant special leave to appeal.

### RUSSIANS SEIZE A JAPANESE VESSEL.

A Tokyo telegram to the *Daily Press*, dated  
August 2nd, says:—

A Tokyo newspaper, the "Asahi," gives  
details of the seizure of the "Miye Maru," a  
vessel which was seized by a Russian patrol, it  
is alleged, outside the fishing limits.

The Russians, it appears, confiscated the ship's  
papers, treated the crew arbitrarily and sold  
the cargo. Six of the crew were sentenced to  
death by a Court Martial which sat at  
Nicolaeval.

The Tokyo Government demanded the release  
of these men, and the Russian Embassy issued  
a statement that the Japanese condemned had  
attacked and caused injury to the guard.

On the compound of the Central Police  
Station on Aug. 2nd there were 153 Chinese who  
had been deported from the Dutch East Indies.  
They will be shipped to their native places in  
China during this week.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on August 4th at the Board Room. Mr. C. McI. Messer (president), presided, and there were also present Hon. Mr. W. Chatham, (Vice-President), Hon. Mr. E. A. Irving, Messrs. A. Shelton Hooper, H. A. W. Slade, Fung Wa Chun, Dr. Pearce, (Medical Officer of Health), and the following officials Dr. Macfarlane, (Assistant Medical Officer of Health), and A. Gibson (Secretary).

## THE TYPHOON.

The PRESIDENT mentioned that in districts Nos. 1 to 5, where most of the damage was done by the typhoon, 829 loads of refuse were removed, and as the average in ordinary circumstances would have been 168, that showed that about six times as much work as usual had to be done in the few days after the typhoon. On the day of the typhoon the contractors were unable to supply junks, but on the day following the full number was at work. In districts Nos. 6 to 8, 13 extra junk loads of refuse had been removed. In no dust-bin during a period of 24 hours was the same rubbish allowed to remain.

Mr. HOOPER—That is very satisfactory.

## PLAGUE PATIENTS AT CANTON.

Correspondence relative to the treatment of plague patients at the Fong Pin Hospital, Canton, was submitted. Articles have appeared in the local press on the subject of the remarkably high percentage of recoveries of plague patients at this hospital, and the Board, having had its attention drawn to the subject, requested that inquiries be made through the Government as to the correctness of the statements. Accordingly the Hongkong Government approached the Acting British Consul at Canton, who now forwarded letters from two medical gentlemen in Canton whom he had asked to report. Dr. Swan, the medical superintendent of the American Hospital, reported that he had made visits to the hospital in question, and expressed the opinion that there was little of fresh interest to report. Dr. Davanport, medical officer to the Consulate-General, said that in his opinion the explanation of the discrepancy between the percentage of cures in Hongkong and Canton hospitals was to be found in the fact that a number of cases treated at the Canton Hospital were incorrectly diagnosed, and that the patients were not suffering from plague at all. During the prevalence of the epidemic in Hongkong a Chinaman contracting malaria or other fevers which are accompanied by high temperature and swelling of the glands, jumps to the conclusion that he has got the plague. He at once takes ship for Canton, where he is met on arrival by the agents of the Fong Pin Hospital by whom he is conveyed to that institution. After a few days it is probably found that the man is not suffering from bubonic plague, and he is dismissed, the case, doubtless, being entered in the hospital register as a cure.

## PLAGUE PREVENTION.

Correspondence was submitted relative to the removal of ceilings on stair linings from houses in districts liable to plague infection.

Mr. HUMPHREYS wrote that this was a costly scheme and asked if this was the time to enforce new taxation on the Colony.

Mr. LAU CHU-PAK expressed the opinion that Chinese shopkeepers would object to the removal of the ceilings. In many cases they were put up by the tenants and not by the owners. He pointed out that it was desirable to avoid friction and hardship, and suggested that before the Board made any recommendation to the Government a committee should be appointed to go into the whole question thoroughly.

The PRESIDENT remarked that most of the members desired the appointment of a committee.

A committee consisting of the President, the Registrar-General, Mr. Humphreys and Mr. Lau Chu-pak were appointed.

## A VALUABLE BOOK.

A copy of "Etiology and Epidemiology of Plague," which is a summary of the work of the plague commission in India, was circulated.

Mr. SHELTON HOOPER minuted—This book will be very useful.

Mr. LAU CHU-PAK—I suggest that such a useful work should be translated into Chinese,

and given to the lecturers of the Tung Wa Branch Hospitals for their guidance in lecturing.

The PRESIDENT stated that he had bought 50 of those books for distribution and he thought a translation would be rather a large work. He thought it might be as well to see what the Government were prepared to do.

Mr. HOOPER thought a précis of the book would do for the Chinese.

His suggestion was agreed to.

## MARKET AT ABERDEEN.

Correspondence relative to the construction of a market at Aberdeen was submitted.

Mr. HOOPER thought a market should be constructed.

Mr. LAU CHU-PAK agreed.

It was agreed that the Government should be requested to put the construction of the building in hand.

## MORTALITY STATISTICS.

The death rate in the British and Foreign community for the week ending 18th July was 19.8 per thousand of the population as compared with 24.6 in the corresponding week of last year, and the death rate for the whole Colony was 34.1 per 1,000 as compared with 24.0 for the corresponding week of last year.

## MARRIAGE OF MISS C. D. LLOYD.

A London suburban paper just to hand contains a long report of the marriage of Miss Catherine Dorothy Lloyd (daughter of Captain C. V. Lloyd of Hongkong and Mrs. Lloyd of 29, Prince of Wales Mansions, Battersea Park, S. W.) to the Rev. Beaudon Edward Shewell, vicar of St. Saviour's Church, Battersea Park Road, London, S.W., than whom, says the report, few clergymen are more respected and beloved. The church, it is stated, never held a larger or more picturesque congregation, and a great crowd of the vicar's parishioners gathered in the street to witness the arrival of the wedding party. Mrs. Lloyd, who was escorted by her cousin, Sir Edward Raban, gave the bride away and the bridesmaids were Misses Ethel and Margery Lloyd (sisters of the bride), Eileen Lloyd (cousin), Dora Shewell (sister of the bridegroom), Beatrice Lutyens and Miss Spankie. The Rev. Martin Shewell, brother of the bridegroom, was best man. Three clergymen assisted in the service which was fully choral and included a short address. The honeymoon was spent in Switzerland. More than a column of the newspaper from which we have extracted these particulars is occupied by the list of presents received.

## PROMENADE CONCERT.

The Volunteer Corps' Promenade Concert originally arranged for the 18th ult., but postponed for a fortnight on account of the death of Lieut. Blood was held on August 1st at the Volunteer parade ground and was greatly appreciated. The evening was delightfully cool, and the grounds, illuminated with Chinese lanterns, presented a pleasing aspect, which was considerably enhanced by the tastefully decorated miniature stage surrounded with greenery interspersed with coloured electric lights and set off with a canopy of flags.

The Band of the 3rd Middlesex Regiment played some selections comprising "The Gladiator" (Souza) "Haddon Hall" (Sullivan), items from "Miss Hook of Holland" and completed the entertainment with "Mumble Mose's Two-Step." Vocal items were given by Mrs. Dealy, Messrs. Ayris and P. W. Goldring and Surgeon Captain Forsyth and Lieut. Grosse who respectively sang "The Mission of a Rose," "When Songs have passed away," "Simon the Cellarer," "The Trumpeter" and "Imitations." Capt. Mitchell Taylor's name appeared on the programme but he was unavoidably absent through indisposition, and Mr. L. Hutcheson filled the breach by giving several acceptable recitations. During the interval the pipers of H. K. S. B. R. G. A. made the grounds resound with the skirl of the bag pipes, their performance being warmly applauded.

## SINGING BIRDS IN HONGKONG.

In his annual report on the Botanical and Forestry Department for the year 1907, the Superintendent says:—With a view to encouraging the increase of singing birds which have been so charming a feature of the Botanic Gardens and surrounding portions of Hongkong of recent years the Government consulted Mr. Kershaw of Macao, whose works on local natural history are well known, as to the desirability of keeping down the numbers of (a) Magpies, (b) Bromley Kites, (c) Civet cats in the Island, and secondly of the possibility of importing more singing birds. He replied as follows:—

"(A.) Magpies are no doubt too numerous here, and destroy eggs and nestlings, though they do a certain amount of good by scavenging. Would suggest shooting, not poison. Destroying Magpies' eggs and fledglings from February to May (a few begin laying in January) inclusive would be effective, though of course there will be some amount of immigration from the mainland.

(B.) This Kite (*Milvus melanotos*), called "Bromley Kite" in Hongkong, rarely if ever kills adult birds and probably very seldom destroys nestlings. Their ordinary food is snakes, lizards, rats and mice (I have often taken freshly killed rats from stomachs of these kites), dead fish and other offal. Small birds take no notice of a kite settling on the tree they are in, but if a hawk comes anywhere near they drop like stones to the undergrowth. The kite here is decidedly useful.

(C.) It seems a pity to exterminate an indigenous mammal like the Civet. In a small island like Hongkong, this would soon be done if a reward was offered for the carcass. They destroy some birds, no doubt, but chiefly feed (as observed in comment) on rats, mice and other small mammals. If they are destroyed, poaching domestic cats should certainly be killed, as they are worse than any other animal as regards destruction of small birds and game chicks; and nearly all cats in houses on outskirts of wood are poachers. But in any case I would deprecate the use of poison.

No doubt the "Hwamei" (*Trochalocephalus canorum*) is increasing in Hongkong, as his singing is most noticeable. This bird commands a good price with Chinese as a cagebird, and its increase might perhaps be best maintained by stopping the taking of the nestlings."

With reference to singing birds he wrote:—

"Singing birds from South and West China and from India should do well in Hongkong. I have no books on Indian birds by me, but you may have Oates', Blandford's or Jerdon's in the Club Library. At Hongkong I think Indian birds could be got from Calcutta, but expect it would be troublesome to get Chinese birds, unless the birdshop people in Hongkong would import them. The "Hwamei" is native here, and as long as it has enough undergrowth (for it is very shy and seldom seen when singing loudly quite close to one) and the nests are not taken, it should increase. It sings delightfully and practically all the year round, but you probably know it well as a cagebird with Chinese. Also the little black and white Copsychus saularis or Magpie-Robin, Peking-Robin or China Robin, as it is variously termed. In the spring it sings beautifully and is common and native; also useful in keeping down grasshoppers, snails, etc., as also is the Hwamei. Most of the other birds here do not shine as songsters, though the Whistling Thrush (*Myiophonus*) sings sweetly in breeding season. Many Flycatchers stay a short time in Hongkong on migration in spring and autumn, which sing well, but they are silent during their stay here.

As you know, there are several very beautiful birds native to Hongkong which ought to be preserved for beauty alone, in fact in my humble opinion there are no birds in Hongkong at present which might not be encouraged, except Magpies. Even the Sparrow is very useful when there is an afternoon or evening swarm of winged Termites.

There is a native Lack here which sings nicely soaring much like the English Skylark, but I doubt if you have any large grassy plain on Hongkong Island. No doubt it occurs in Kowloon, or could be established there."



## THE PROPOSED TYPHOON SHELTER.

### GOVERNMENT'S REPLY TO THE SHIPPING FIRMS.

The correspondence regarding the Typhoon Shelter at Mongkoktsui and the proposed temporary increase in light dues has been printed and will be laid on Thursday before the Legislative Council by command of H. E. the Governor.

We note that the correspondence includes the Government's reply to the letter of the Shipping Firms addressed to the Chamber of Commerce on the 23rd June and forwarded by that body to the Government on the 3rd July with a covering letter in which it was stated that the Committee of the Chamber wished to associate themselves with the views of the Shipping Companies. Following is the reply returned by the Government:—

Colonial Secretary's Office,  
Hongkong, 25th July, 1908.

SIR.—I am directed to acknowledge receipt of your letter of 3rd instant with its enclosures relative to the construction of a Typhoon Shelter and the means of raising funds for the work.

2. Your Committee urge that a new Shelter is unnecessary and that Causeway Bay is sufficient for all purposes. The Government is somewhat at a loss to understand this change of opinion on the part of the Committee of the Chamber in view of their letter of the 16th of July, 1904, in which the provision of an additional shelter either at Mong Kok Tsui or Cheung Sha Wan was strongly advocated. A copy of the letter in question is appended for convenience of reference together with copy of a letter from the Typhoon Relief Committee dated the 25th of March, 1907, in which that Committee endorsed the proposal for a Shelter at Mong Kok Tsui. I append a list of the names of the Committee in question on which the Chamber of Commerce was strongly represented. It is to be noticed that Mr. W. J. Gresson and Mr. D. R. Law, representing two of the largest Shipping Firms which now dissent from the proposal, were on the Committee. To make the record complete I am also to append the reports of the Public Works Committee who considered and reported on this question in 1906 and 1907.

3. Judging by the speeches of un-official Members of Council in September last, and by other expressions of public opinion it would seem that the view now put forward by the Chamber is not shared by the community outside the shipping interests. His Excellency on the occasion referred to endorsed the pledge given by his predecessor that Government would undertake the provision of an additional Shelter without delay, and the regrettable delay which has already occurred is due to circumstances, as will be explained, over which the Government has had little or no control.

4. Assuming therefore that the large majority of the Community of Hongkong consider that the provision of an additional Typhoon Shelter is an urgent and paramount necessity, the first matter to be settled was its location and cost. Prolonged investigation into these two questions has been responsible for the greater part of the delay which has taken place, and finally was at last reached on the report of the Public Works Committee of the Legislative Council (No. I of 1908). It was then decided on the reports of experts that the best site was at Mong Kok Tsui, and that the scheme proposed by Mr. Boulton at an estimated cost of 1½ million dollars should be undertaken. His Excellency does not propose to re-open this discussion, which would merely result in further delay.

5. Adverting now to your remarks regarding the deepening of Causeway Bay, I am to inform you that a tender has already been accepted for deepening the Southern portion of the Causeway Bay Shelter to a depth of 1 foot below low water of ordinary Spring Tides and work will commence on this at once.

6. The next question at issue is the means by which the funds required for the new Typhoon Shelter are to be raised. In this connection I am to point out that the quotation given in your letter under reply from a Despatch

received from Mr. Chamberlain when Secretary of State for the Colonies does not convey an accurate idea of the views expressed by him. In the last paragraph of the Despatch referred to he wrote:—

"I desire to add, that if at any time hereafter urgent necessity should arise for increasing the general revenue, I should be prepared to consider any proposal for again raising the shipping dues, as I have no reason to think that the present charge has borne very hardly on the shipping interests."

7. In all the circumstances the Governor with the advice of the Executive Council decided that the proposed temporary increase in Light Dues was a reasonable one for the purpose proposed, and that past experience showed that it would not injuriously affect the Port. His Excellency has, however, read with interest the facts you adduce to show that the conditions of the present day are not identical with those of the past and that in your view the experience of the past may prove to some extent fallacious when applied to the conditions of to-day. He proposes therefore to limit the temporary increase to 2 cents instead of 2½ cents per ton, and to exclude the cost of deepening Causeway Bay from the special fund towards which the additional dues are to be devoted.

8. His Excellency is not prepared to raise a loan for this work in view of the fact that inclusive of the Loan of 1902 the Colony has already raised a sum of \$1,485,733 for Railway Construction and other purposes. The interests and sinking funds on these Loans will probably reach 10 per centum of the Colonial Revenue and in these circumstances no additional Loan is feasible, nor would it meet with the concurrence of the Secretary of State. The proposal of your Committee to borrow from a local Bank at 6 per centum as an overdraft whatever funds are required to meet the excess of expenditure over the annual amount raised by the addition of a half cent Light Dues and an equivalent sum from Government Funds would, on the assumption that the total cost amounted to \$1,500,000 and was equally expended each year during a period of five years, result in a debt to Bank by the shipping interest of a sum of \$657,285; (assuming that the half cent extra due would produce a sum of \$40,000 per annum) to cancel this debt with continued payments of \$40,000 per annum would involve the continuance of the extra half cent for a further period of 73 years. His Excellency proposes in lieu of this that advances should be made by the Crown Agents or from the Colony's reserves at 4 per centum to meet the yearly deficits. With the proposed increase of the Light Dues to 2 cents, the amount paid by the shipping interest would be \$81,000 and the debt remaining to be extinguished by the shipping interest at the end of the 5 years construction period would be \$394,308 which at the same rate of 2 cents would be extinguished in about 52 years. It is therefore calculated that the temporary increase in the Light Dues would extend over a total period of eleven years. His Excellency concurs in your view that the funds for the construction of the Shelter should be kept separate entirely from current Revenue and has recommended to the Secretary of State in this sense.

His Excellency is at the same time prepared to give the assurance that the Government has no intention of continuing the proposed increase to Light Dues after the cost of the Typhoon Refuge has been met, and that this cost will be shared equally by the Funds of the Colony and the produce of the additional cent Light Dues. It must, however, be clearly understood that His Excellency cannot bind himself or his successors in office not to again increase Light Dues should urgent occasion arise, but in such a case a new Resolution would be proposed to the Legislative Council and the matter would be considered on its own merits.

I am, &c.,

F. H. MAY,  
Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce

Arrangements have been concluded for the transportation of reliefs and time-expired men of the German garrisons in North China, via the South Manchuria Railway and Siberia instead of via Suez as heretofore.

## THE SHIPPING FIRMS' REJOINDER.

Hongkong, 5th August, 1908.

To the Hon. Mr. F. H. May, C.M.C.,  
Colonial Secretary,

SIR.—With reference to our letters of 23rd April and 23rd June last addressed to the Hongkong General Chamber of Commerce on the subject of the proposed typhoon harbour of refuge at Mong Kok Tsui, copies of which were forwarded by them to the Government, and to the last of which we have not yet officially received a copy of the Government's reply, although we notice a copy of same in this morning's *Daily Press*, we beg to state that we most emphatically protest against the resolution to be proposed in the Legislative Council on the 6th instant to raise the Light Dues leviable on steamers entering this port from 1 cent to 2 cents per net register ton, for the purpose of partly financing the scheme to build a harbour of refuge at Mong Kok Tsui at a cost of \$1,500,000.

From the copy in the *Daily Press* of your letter to the Hongkong General Chamber of Commerce replying to our communication of 23rd June last, we notice that the Government have made some capital out of the fact that two members of the 1906 Typhoon Relief Committee, whose firms represent large shipping interests here and who are signatories to our letters of 23rd April and 23rd June last, acquiesced in the recommendation made by that Committee to the Government that the harbour of refuge at Mong Kok Tsui should be proceeded with at once.

While this statement is correct as far as it goes, we would direct the attention of the Government to the fact that the question of financing the proposed harbour of refuge at Mong Kok Tsui was never discussed by that Committee who understood that it was to be paid for by the Government out of the funds promised by them to the Relief Fund, but which were not required for that purpose.

Further we should like to state that the present proposal by the Government to spend \$1,500,000 on a Harbour of Refuge at Mong Kok Tsui—half of which has to be provided by the Shipping Companies—is quite another matter, and had such proposals been made by the 1906 Typhoon Relief Committee, it is safe to assume that both the gentlemen mentioned in your letter of 25th July last to the Hongkong General Chamber of Commerce would have strongly protested against the proposal.

But putting that matter on one side, it has been again clearly demonstrated to us in the recent unfortunate typhoon of the 27th/28th July that there is no necessity for the construction of so large and costly a harbour of refuge as that proposed by the Government.

With only 5 hours' notice from the Observatory of the approach of the typhoon within the 300 miles radius, comparatively little damage was done to small craft, and the loss that did occur might have been greatly reduced had the Observatory been able to ascertain the near proximity of the storm, which they were apparently unable to do, judging from the fact that the black signals were not hoisted until 6 p.m. and that the guns were fired about 11 p.m. when the typhoon was actually upon the port.

Further, we beg to state that we are prepared to prove:—

(a) That Causeway Bay refuge was not by any means fully occupied by craft on the night of the late typhoon and that there was room for many more boats.

(b) That the Government's theory that there is always sufficient water at Causeway Bay in a typhoon is misleading, for while this may be the case in the height of a typhoon we are prepared to prove that there was great congestion on the afternoon of the 27th July at the entrance to the refuge after the typhoon was signalled outside 300 miles—boats desiring to enter being prevented by the inability of those already in from moving further inshore owing to the shallowness of the refuge.

It has been hinted that it is the intention of the Government to fill in Causeway Bay refuge when the proposed Mong Kok Tsui scheme is completed, and we should be glad to have the Government's assurance that this is not so.



If, however, such should be the case we suggest that the money eventually obtained by the sale of that ground should be earmarked to reimburse the cost of the Mong Kok Tsui scheme, if the Government are determined to proceed with the work.

We are, however, so convinced that the Government's proposal to spend \$1,500,000. on a Harbour of Refuge at Mong Kok Tsui is unnecessary and unwise that we would again urge His Excellency to reconsider the whole question before finally committing the Colony to the expenditure of so large an amount of public and private money.

We are sending a copy of this letter to the Chamber of Commerce, also to the Chamber's representative on the Legislative Council and to the Press.

We have the honour to be, Sir, Your obedient servants,

F. J. ABBOTT, Acting Superintendent, P. & O. S. N. Co.

BUTTERFIELD & SWIRE, Agents, Ocean S. S. Co. Ltd., China Mutual S. N. Co. Ltd., China Navigation Co. Ltd.

JARDINE MATHESON & Co., General Managers, Indo-China S. N. Co. Agents, Indra Line.

DODWELL & Co. Ltd., EDGAR G. BARRETT, Manager.

The HONGKONG & MACAO STEAMBOAT Co. Ltd., W. E. (LARK) Secretary.

For the CANADIAN PACIFIC RAILWAY, D. W. CRADDOCK General Traffic Agent.

DOUGLAS, LAPRAIK & Co., General Managers Douglas S.S. Co. Ltd.

DAVID SASSOON & Co. Ltd., E. SHELLIM, Manager, Agents, Apar & Co's Calcutta-Hongkong Line.

GIBB, LIVINGSTON & Co., Agents, E. & A. S. S. Co. Ltd., Agents, "Ben" Line of Steamers.

SHEWAN, TOMES & Co., General Managers, C. & M. S. S. Co. Ltd., General Agents, A. A. S. S. Co. Agents, "Shire" Line of Steamers Ltd.

Per Pro MCGREGOR BROS. & GOW, E. H. HINDS, General Managers, "Glen" Line of Steamers.

## AN APPEAL.

Among the sufferers of the last Typhoon in Hongkong the Home for the Blind in Kowloon deserves especially to be brought before the public, as the inmates of this institution have been made homeless by the fury of the hurricane.

For the two Sisters and the seventy blind children under their care it must have been a terrible night, when the storm took off their roof, and they had to find protection from the merciless elements in the downstairs rooms of the house, every moment expecting to be buried by the debris.

At daybreak might have been seen a long procession headed by the two Sisters marching to the Victoria Orphanage, where they were kindly allowed to stay till some temporary lodgings for the homeless children could be found.

A house has now been rented on the Hongkong side and the children are expected to move into their new house this week.

The Sisters are at a loss to know what to do with their old home. It is situated at a cool breezy point, but seems to be too much exposed to the typhoons, and the foundation does not seem to be very safe. They intend to consult an expert about the house and will decide in accordance with his advice. But whatever the decision may be this last typhoon has rushed the Sisters into quite unexpected expenses, as the repairs will involve several thousands of dollars and the temporary shelter they have costs them \$150 a month.

We are asked to bring these facts before the public, trusting that they will appeal to the hearts of sympathisers with this institution, whose splendid service needs only to be mentioned to deserve the public charity.

"Verily I say unto you, inasmuch as you have done it unto one of the least of these my brethren, ye have done it unto me."

Donations for the "Blindhome" sent to Rev. I. Genahr, 22 Bonham Road, will be duly acknowledged.

## THE FAKUMEN RAILWAY QUESTION.

### HISTORY OF THE NEGOTIATIONS.

(FROM OUR CORRESPONDENT.)

Peking, July 22nd.

You in the South of China recently took great interest in the diplomatic negotiations between the Chinese and Japanese Governments regarding the "Tatsu Maru" affairs. But that question did not attract nearly so widespread interest as the Fakumen Railway question is doing. And much of this interest is due, in more ways than one, to a British firm being implicated. This firm is Messrs. Pauling & Co., who contracted with the Chinese Government for the construction of the proposed Fakumen Railway. If this contract should be broken by the Chinese Government on account of the construction of the line not being proceeded with, the proper procedure for Messrs. Pauling & Co. would appear to be to seek compensation from the Chinese Government. But instead of this Messrs. Pauling & Co. are persecuting the Japanese Government by means of a press campaign. If in this they had confined themselves to facts, they would not have done any harm, though they might not have done any good from their point of view.

### THE FACTS.

Let me state what the facts are. Something having come to Japan's knowledge on August 12 last she gave a first warning to China. This was repeated on October 12 and November 6. Despite this, on November 8, China entered into a contract with Messrs. Pauling & Co. Were Messrs. Pauling & Co. aware that Japan had objected to the proposed railway? If they were, they have but themselves to blame if they consider themselves aggrieved and injured. If they were unaware of Japan's objections their remedy is against the Chinese Government and not against the Japanese, who cannot be blamed for standing up in defence of their own interests.

The Japanese Government, on learning in January of the conclusion of the contract, lodged, on the 20th of that month, with the Chinese Government a formal protest against the execution of the undertaking. China made no reply whatever till May 6, when she sent to Japan a despatch in which it was dogmatically asserted that the Hsienmintun-Fakumen Railway did not compete with the South Manchuria Railway, and that, on the contrary, the former would be a feeder to the latter in the same way as a branch line like the Kirin-Chang-chun line would feed the main line of the South Manchuria Railway.

Another despatch was sent by Japan to the Chinese Government on June 27. In this the Chinese contention was completely refuted. It was pointed out that the Hsienmintun-Fakumen Railway would not be a branch line of the South Manchuria Railway, and that it would, of course, stand in a totally different category from the Kirin-Changchun Railway.

Of course what the Japanese cannot hide from themselves is the fact that once the line were built, the Chinese authorities would naturally by every means in their power, try to draw goods and other traffic from every part of the district. This affair is altogether a product of the "rights recovery" policy now so popular in the highest quarters in Peking.

### A MISSTATEMENT.

The Peking Conference of 1905 was referred to in the Chinese Government's despatch of May 6. The statement was made in regard thereto:—"At the time when the engagement in the Protocol—on the strength of which Japan now objects to the construction of the line in question—was made by China, the Chinese plenipotentiaries said that the word 'parallel' was too comprehensive, and that a definite number of miles should be mentioned within which no parallel should be built. The Japanese plenipotentiaries replied that if the number of miles were fixed it might create the impression in other countries that Japan intended to restrict Chinese railway enterprise. They were subsequently asked to agree that the distance should be understood to be such as would be usual in Europe and America, but objected to this proposal on the ground that no

general rule existed on the subject. Moreover the Japanese plenipotentiaries declared that under no circumstances would Japan do anything to restrict China in future from any steps she might desire to take for the extension of means of communication in Manchuria."

The above passage is reproduced in the pamphlet written by Mr. Bland in answer to the recently published Japanese Official Statement of the case against the Fakumen Railway Scheme.

### AN IMAGINARY CONVERSATION.

As a matter of fact, I understand, no such conversation ever took place, and the statements alleged to have been made are entirely without substantial basis. The Chinese Government must be labouring under a grave misapprehension in this respect, for neither the protocols exchanged between Japan and China nor the detailed *proces verbaux* kept by the Japanese Government contain anything like the alleged conversation.

### THE WORD "PARALLEL."

At that time the Japanese plenipotentiary Baron Komura, said that, Japan having been allowed to exploit the railway in Manchuria, a prospect of due profit was necessarily to be secured, and consequently an arrangement should be made to preclude any possible infringement of Japanese railway interests by China. After a short exchange of views between the plenipotentiaries, the Chinese representative, Mr. Yuan, replied that China would never build any line competing with the railway in Japan's possession, and that, should China ever try to do so, Japan might rightly raise objections, it being a matter of course that China should protect the interests of the Japanese railway. Baron Komura then asked to have this undertaking clearly stated in the protocol, if not as an article in the Convention. Hence the existing self-denying engagement given by China and contained in the protocol. And indeed the word "parallel" appeared for the first time in the draft engagement clause presented by the Chinese plenipotentiaries, and accordingly there was no discussion whatever about the term at that time.

### THE QUESTION OF COMPETITION.

The question of the possibility of competition between the two lines depends upon various factors, conditions and circumstances, and is not a mere simple question of distance.

To the last Japanese Note above mentioned China has not yet replied. But in the meantime the British firms of contractors interested are carrying on their press campaign and trying to embitter the relations between Japan and China on the one hand and between Japan and Great Britain on the other, and are trying to throw cold water on the Anglo-Japanese Alliance. And be it remarked with emphasis that Messrs Pauling & Co. are not supported in their agitation by the British Government. It is certain, however, that the British Foreign Office would support its own nationals in such a matter if it thought they had a leg to stand upon.

It is exceedingly unfortunate that in the way I have indicated a hindrance is placed in the way of a friendly settlement of the question between Japan and China, the two parties in reality solely interested.

Dengue fever is reported to be more or less epidemic in the Ermita and Malate districts of Manila. The medical authorities state that dengue fever, like malaria, is caused by mosquito. "One of the most common type of mosquito in Manila is the *stegomyia* variety which in Cuba is the general vehicle of yellow fever and this is probably the dengue-transmitting mosquito here" says a Manila contemporary.

It is with deep regret that we learn of the death on July 15 of Mrs. Vaughan-Smith of Tientsin, as the result of an operation in London. Less than a year has passed since the death of Mr. W. H. Vaughan-Smith, and it is to be feared that the anxiety of those days and her long-exercised an injurious effect upon Mrs. Vaughan-Smith's health. She left Tientsin a few months ago on a well-earned holiday and the news of her unexpected death comes as a shock to her many friends throughout China. Mrs. Vaughan-Smith had been connected with newspapers in the Far East since 1889.



## THE AMERICAN FLEET AND HONGKONG.

### "A MISTAKE IN THE CABLEGRAM."

The following correspondence is forwarded to us by the Colonial Secretary. In a covering letter the Hon. Mr. May observes:—"It would appear from the letter of the Department of State that the United States Government did not accept the invitation of this Government to the American Fleet to visit Hongkong; and it would appear that a mistake was made in the cablegram from London to this Government on the subject."

American Consular Service.  
Hongkong, July 28, 1908.

The Honourable  
The Colonial Secretary,  
Hongkong.

SIR,—I have the honour to enclose you herewith copy of a despatch received by me from the Department of State at Washington relative to the United States Battleship Fleet. Regretting the combination of circumstances which makes it impossible for the Fleet to visit Hongkong, and with assurances of highest esteem,—I have etc.,

AMOS P. WILDER,  
American Consul-General.  
[Copy.]

Department of State, Washington,  
June 23rd, 1908.

Amos P. Wilder, Esquire,  
American Consul-General,  
Hongkong.

SIR,—I have to acknowledge the receipt of your unnumbered despatch of May 12th, 1908, transmitting newspaper clippings which indicate that the people of Hongkong anticipate the visit there of the United States Battleship Fleet.

The Department regrets that the report has been circulated that the United States accepted the invitation of the Hongkong Government to the Battleship Fleet. The invitation in question, extended through the British Ambassador here, was declined for the reason that, in carrying out the then already determined itinerary of the fleet, which contemplated the fleet's arrival in home waters in time to hold the annual record target practice in Cuban waters during the month of March next, it was found impracticable for the fleet to visit Hongkong.—I am etc.,

W. J. CARR,  
Chief Clerk,  
for the Secretary of State.

## THE DEATH OF MR. R. M. MAZE.

News was received some weeks ago of the death of Mr. H. Marshall Maze, Acting Commissioner of Customs at Szemao, but no particulars reached the Colony. We now learn that Mr. Maze was proceeding from Szemao to Hongkong and fell ill on the road between Mengtze and Loakay (on the Tongking frontier) of the dangerous malarial fever which prevails there during the wet season. He reached Hanoi in a critical condition and died on the night of his arrival (May 29th) in the French Military hospital. Mr. Maze joined the Customs in 1888, and immediately before serving at Szemao, he was in charge of the Customs at Lungchow.

## JAPAN AND CHINA.

A telegram from Tokyo to the N.-C. Daily News states:—In reference to the arrival of H.E. Hu Wei-to, the new Chinese Minister to Tokyo, and the impending departure for Peking of Mr. Ijima, the new Japanese Minister to China, the Tokyo Press urges a readjustment of Japan's policy towards China for the sake of consolidating friendship between China and Japan. It disclaims that Japan is actuated by any selfish desires and declares that it would be impossible for Japan to secede from the concert of the Powers in the Far East; but it adds that this concert requires the introduction of new life into it.

## NAVAL YARD EXTENSIONS.

### BIG CONTRACT COMPLETED.

The departure of the staff of Messrs. Punchard, Lowther and Company from Hongkong marks the completion of one of the most gigantic enterprises out in the Far East. H.M. Naval Yard Extension, after being in progress for something like eight years, has been finished and the works are now taken over by the Works Department of the Admiralty. It will be remembered that the large dock, which is to form such an important part in the scheme of British naval operations in the Far East, was opened about a year ago. The water was then let in, but of course the dock was not ready for use. Dredging operations had to be conducted outside and a pumping plant had to be erected. This installation, not yet completed, is one of the best possible consisting of two deep wells communicating with the dock by culverts, and when it is finished in the early part of next year the dock will be ready for use.

The main feature of the extensions, is as stated, the large graving dock which is roughly about 650 feet in length and 100 feet in width. If these figures do not convey an adequate impression of the gigantic nature of the undertaking, perhaps a few facts will assist to give a proper conception of the vastness of this work. For instance there are roughly 100,000 cubic yards of concrete and about 500,000 cubic feet of dressed granite ashlar absorbed in the dock, while the sea wall which extends to practically a mile in length, is built of concrete blocks founded at an average depth of 45 feet below low water. The large basin covers an area of no less than nine acres, and this will accommodate the largest battleship. Its depth is about 30 feet 6 inches at low water. In addition to this there are timber and steel jetties with embankments and reclamation for the War Department. This reclamation was a particularly difficult task, and no less than one million cubic yards of filling, consisting of quarry rubbish, etc., had to be brought from the other side and utilised in the work. In connection with the graving dock, it will perhaps be remembered that the contractors were faced at the outset with a serious obstacle owing to the unsatisfactory nature of the bottom. However by piling and pumping that was overcome, and the present satisfactory result has been achieved. A tremendous quantity of timber was utilised in the construction of the dam and the foundations of the dock. This was obtained from the China Borneo Company. The amount of cement used was also very large, no less than 52,000 tons. The Green Island Cement Company supplied this and it is satisfactory to record that the cement stood all the tests and showed no signs of deterioration.

Messrs. Punchard, Lowther and Company have been in the Colony for about eight years, but the time occupied in the actual construction of the dock was about six years. The big staff engaged and the large amount of plant employed will also help to give some impression of the immensity of the contract which has just been completed. At the busiest period there were about 5,000 employees on the work, with a European staff of fifty, while the extensive plant embraced a dredger, Henderson's cable way, five locomotives with rolling stock, 27 steam cranes of various sorts, a large number of concrete mixers, and a large number of portable engines and pumps. Moreover there was a separate establishment and plant at Malakok, about six acres in extent, where the blocks for the sea wall were made.

Messrs. Punchard, Lowther and Company, have been represented by Mr. A. J. Williams, A.M.I.C.E., under whose supervision the big undertaking has been brought to a successful issue.

Mr J. Lawrence Woods, the business manager of the Reach All-American Baseball Club, has visited Japan for the purpose of making arrangements for the visit to Japan in November of what he describes as "the finest combination of professional baseball players" which has ever left the United States. The team is to leave San Francisco on November 3rd. and will stay in Yokohama about ten days, afterwards touring Manila, China, and Hawaii.

## SUPREME COURT.

Friday, July 31st.

### IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT  
(CHIEF JUSTICE).

#### LONG STANDING LITIGATION.

In the action between Li Po Kam and Li Po Yung, plaintiffs, and Li Ling Shi and Li Tsung Pak, defendants, and in the matter of a claim by the Cheong Shing Bank and by Wong Tong to be entitled to the sum of \$11,424.94 paid into Court.

Mr. M. W. Slade, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) appeared for Li Po Kam and Li Po Yung, Hon. Mr. H. E. Pollock, K.C., instructed by Mr. B. F. O. Master (of Messrs. Johnson, Stokes and Master) represented the Cheong Shing Bank, and Sir Henry Berkeley, K.C., instructed by Mr. A. Holborow (of Messrs. Deacon, Looker and Deacon) appeared on behalf of Wong Tong.

His Lordship gave a formal decision on the question raised regarding Li Chit's assignment. He said he had read the agreement very carefully, and there was no doubt in his mind as to what it was. It was not the assignment share in the Lai Hing which Li Chit said he formerly owned, but it was an assignment of the interests in the shares of other companies held in the name of Lai Hing, or in other names by Lai Hing. This was made very clear by the second paragraph of the statement of claim. It was very clear that the assignment could not be assigned or handed over to another. Notice in writing had to be given to complete the title of the debtor. There was no pretence that any notice in writing had been given to the Chap Sing Co., and the claim, so far as Wong Tong was concerned, seemed to His Lordship to be, out of Court subject only to one point. On reconsideration he thought the pleadings should conform to the rules of pleadings. Undoubtedly the claim should have been set out, and the assignment should have been mentioned in the statement of claim of Wong Tong. The assignment was not set out in the statement of claim, so far as his Lordship could see, therefore, subject to argument, he was of opinion that Wong was out of Court.

Sir Henry Berkeley—Paragraph 8 of the statement of claim set out the assignment.

His Lordship—That point must be argued.

Sir Henry Berkeley—What is the effect of it, if we have alleged the assignment?

His Lordship—If you have not given notice of assignment, the assignment is bad. I will hear argument on the point later.

Tuesday, 4th August.

### IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE  
(SIR F. PIGGOTT.)

#### A QUESTION OF SALE.

The Hip On Insurance, Exchange and Loan Company, Limited, and the Hongkong and Manila Yuen Sheng Exchange and Trading Company, Limited, sued Li Po Yung and Li Po Kam for \$49,052.62 as money lent. The Hon. Mr. H. E. Pollock, K.C., who had with him Mr. McNeill from Shanghai, and who was instructed by Mr. Bowley, of Messrs. Bowley and Denny, appeared for the plaintiffs, and Mr. M. Slade, instructed by Mr. G. K. Hall Brutton, represented the defendants, while Sir Henry Berkeley, K.C., instructed by Mr. Atkinson of Messrs. Deacon, Looker and Deacon, appeared for Li Po Kam on a counter claim.

The statement of claim set out that defendants as mortgagors in consideration of certain parties named Yu Yuk Chi and Li Po Kwai, as mortgagees, assisting Li Tsung Pak brother of Li Po Yung, in the settlement of his affairs and in payment of his debts agreed that they would on January 20th, 1905, repay to the mortgagees all sums of money not exceeding \$150,000 as should then have been expended by the mortgagees. Li Po Kam assigned as



HONGKONG.—Mr. P. Eduljee, in his Report dated 7th August, states:—A further improvement of \$1 to \$2 per bale has been established in our market for Indian Yarn, and some holders are still asking in advance for the few bales of best spinnings remaining in stock. Late receipts were sold readily as noted below, and further enquiries as to goods on the water are being made. Bombay, although quiet, continues strong, and the recent strike of the mill operatives there will further tend to restrict supplies and greatly strengthen the hands of holders here. A moderate demand has been experienced throughout the greater part of past fortnight and fairly large settlements are reported. Sport stocks of desirable spinnings are practically all sold, and the attention of dealers has been turned to neighbouring markets as well as Bombay for further supplies and some large contracts have been entered into. At the close dealers are holding off, but importers having in view the paucity of stocks and the unsettled condition of the mill industry in Bombay, have assumed a bolder front and no decline in prices is apprehended in the near future. Good rain has fallen in almost all parts of India and agricultural operations are everywhere in progress. Sales of the interval aggregate 7,823 bales, unsold stock estimated at 12,000 and uncleared bales in second hands about 30,000 bales. Local Manufacture:—A sale of 250 bales No. 10s at 99½ has been reported. Japanese Yarn:—Continue neglected. Raw Cotton:—The market is bare of stock both Indian and China staple. Recent arrivals of two or three parcels of superfine Bengals aggregating 250 bales were readily taken up at from \$24 to \$25, prices showing an appreciation of \$1 per picul. Quotations are \$22 to \$25 Indian and \$23 to \$26 China. Exchange on India has fluctuated slightly and closes to-day at Rs. 135 for T/T and Rs. 135½ for Post. On 74½ and on Japan 87½. The undernoted business in imported and local spinnings is reported from Shanghai during the three weeks ended the 1st instant, viz:— Indian:—In steady demand, sales aggregating about 7,500 bales on the basis of late prices with an estimated stock of 40,000 bales. Japanese:—The tone of the market is firm and about 4,500 bales are reported to have changed hands, at better prices, the market closing very strong. Local:—Demand continues and sales of over 3,000 bales are reported on the basis of Tls. 80 to 83 for No. 10s, Tls. 82 to 84 for 12s, Tls. 87 to 88 for 14s and Tls. 90 to 95 for No. 16s.



## PIECE GOODS

Messrs. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai, 30th July, 1908, states:—The intense heat mentioned last week has continued uninterruptedly, and to it must be attributed a good deal of the slackness the market has displayed. That the growing crops are benefitting by the weather cannot be denied, and the prospects for both Cotton and Rice are becoming daily more favourable. In the meantime rain has fallen in the north and also in Corea, so the outlook is decidedly improving, although in the north it may be a little late to do much good to the crops it will facilitate the movement of merchandise. The most interesting feature of the week was the despatch of a steamer to Corea with what is practically the first of the season's goods. Although no great quantity was taken it augurs well for the future the dealers here being very confident and anticipate that if things go on as they are doing a good Autumn trade will be done. Assisted largely by the quantity taken for Corea clearances during the interval have been quite satisfactory. Although not quite so favourable as June deliveries during the month just closing have been excellent for the time of the year, and we understand in some instances the dealers have done quite well on goods recently arrived. The Manchester market appears to keep fairly steady, but has not been troubled very much from this end, the general opinion of operators being that the chances of a decline are greater than those for a rise. A very favourable report is anticipated on the condition at the end of July, then it will only be the scarcity of "spot" Cotton that will keep prices up until the new Crop arrives. The Liverpool quotation for Mid-American spot, after declining again inside the six-pence has recovered to 6.06d. according to telegrams received to-day. The last price for "futures" was 5.62d. Egyptian remains steady at 7½d. We have not heard of any specific purchases in New York but understand some are being made for China on a moderate scale. Cotton on that market was quoted by cables received yesterday 9.40 cents for October and 9.20 cents for December, to-day September "option" coming 9.57 cents. From the Monthly Summary of Commerce and Finance for April we learn that the exports to China from the U.S. for that month were 7,237,119 yards valued at \$407,477, against 6,846,106 yards valued at \$446,764 for same month last year. The total shipments for the ten months ending April 1907 were 30,597,101 yards=\$2,036,513, against 79,243,700 yards=\$5,243,123 for the same period ending April 1906, and 444,319,639 yards=\$26,097,762 in 1906. From these figures it would appear this market has had every opportunity to get into proper shape again. Some one blundered and the trade has had to pay very dearly for it. The extraordinary strike of the work people in Bombay has caused some excitement in the market here, although its purport does not seem to be thoroughly understood. It is, however, not unlikely to cause late delivery of Yarns contracted for, and for that reason holders here of stock are fairly unanimous in asking higher prices. Buyers for Szechuen appear to have got the better of second hand holders here, and have relieved them of upwards of 3,000 bales Indian Yarn. The market is very firm for all Spinnings. The small remaining stock of native Cotton is being taken up at advancing prices. Business in piece goods from first hands is practically at a standstill and no forward contracts are being booked.

## HONGKONG PRICES CURRENT.

HONGKONG, 11th July, 1908

## COTTON PIECE GOODS—

Grey Shirtings—8 .....lbs. piece	\$1.25 to \$1.80
7 lbs. ....	2.35 to 2.55
8.4 lbs. ....	3.00 to 4.20
10 lbs. ....	4.40 to 5.50
White Shirtings—54/56 reed ..	2.75 to 4.50
58/60 ..	4.50 to 6.00
64/66 ..	6.00 to 8.50
Fine.....	8.00 to 9.25
Book-folds ..	5.50 to 6.00

## COTTON PIECE GOODS—

Victoria Lawns—12 yards ...	6.04 to 1.80
T-Cloths—6 lbs. (32 in.) Ord'y ..	2.00 to 2.30
7 lbs. ....	2.30 to 3.19
6 lbs. "Mexicans," ..	—
7 lbs. ....	2.75 to 3.90
8 to 8.4 oz., 36 in.) ..	3.00 to 4.25
Drills, English—40 yds., 13½ } to 14 lbs. }	4.75 to 5.50

## FANCY COTTONS—

Turkey Red Shirtings—1½ to } 6 lbs. piece }	\$1.85 to \$4.50
Brocades—Dyed .....yard	0.10 to 0.15
Chinese—Assorted ..... "	0.08 to 0.30
Velvets—Black, 22 in., ..... "	0.27½ to 0.55
Velveteens—18 in., ..... "	0.23½ to 0.27½
Handkerchiefs—Imitation Silk doz.	0.45 to 2.00

## WOOLLENS—

Spanish Stripes—Sundry chops .....yard	\$0.55 to \$2.00
German, ..... "	0.45 to 0.70
Habit, Medium & Broad Cloths, ..	1.50 to 3.50
Long Ells—Scarlet, 7-9 lbs. piece	7.75 to 9.50
Assorted ..... "	7.85 to 9.60
Camlets—Assorted ..... "	19.50 to 30.00
Lastings—30 yds. 31 inches } Assorted ..... }	14.00 to 19.50
Orleans—Plain ..... "	9.50 to 11.00
Blankets—8 to 12 ..... lbs.	0.60 to 1.00

## RAW COTTON—

Bombay .....picul	\$20.00 to \$21.00
Bengal (New), Rangoon, ..	22.00 to 25.00
and Dacca..... "	26.00 to 27.00
Shanghai and Japanese... "	26.00 to 27.00
Tungchow and Ningpo ... "	26.00 to 27.00

## METALS—

Iron—Nail Rod.....picul	\$4.12½
Square, Flat, Round Bar (Eng.) ...	4.07½
Swedish Bar ..... "	4.20
Small Round Rod ..... "	4.60
Hoop, ½ to 1½ in., ..... "	5.60
Wire, 16/25 oz., ..... "	9.50
Old Wire Rope..... "	3.00
Lead—L. B. & Co. and Hole Chop ...	—
Australian ..... "	8.95
Yellow Metal—Muntz 14/28 oz. ...	37.50
Vivian's, 16/32 oz., ..	37.50
Elliot's, 16/28 oz. ....	37.50
Tin, ..... "	8.60
Tin-Plates, ..... box	8.20
Steel .....cwt. case	—

## MISCELLANEOUS—

Quicksilver, .....picul	154.00
Window Glass..... box	4.25
Kerosene Oil, ..... case	—
Saltpetre, No. 1 .....picul	\$11.00 to 11.80
Do. No. 2 ..... "	10.80 to 10.90
Do. No. 3 ..... "	9.75 to 10.30

## WHEATEN FLOUR—

Dayton, per bag of 50 lbs. ....	gross \$2.21
Crown ..... "	2.98
Crescent ..... "	2.05
Orient ..... "	2.00
Brown Bear ..... "	2.16
Sperry's XXX..... "	3.00
Pioneer ..... "	2.45
Anchor ..... "	2.15
Charm ..... "	2.20
Junk ..... "	2.20
Dog ..... "	2.20
Cash ..... "	2.20
Pride of the West..... "	2.06
Franklin ..... "	2.02
Chair ..... "	2.20
Happy ..... "	2.20
Pearless ..... "	2.12
Killin ..... "	2.12
White Lily ..... "	2.15
White Fawn..... "	2.13
Blue Ribbon ..... "	2.15
Reardon ..... "	2.15
White Rose ..... "	2.20
Choice ..... "	2.16
Serene Sky ..... "	2.14
Stove ..... "	2.14
Gluten ..... "	2.12
Lobston ..... "	2.14
Fairy Peach..... "	2.13
The Boss ..... "	2.18
Mowtan Peony ..... "	2.14
Thrush ..... "	2.12
Three Sheep ..... "	2.13
High Tuft ..... "	2.12
Cat..... "	2.45

## EXPORTS:—

## TEA.

HANKOW, July 22nd.—Business reported since the 2nd inst., is as under:—

	1908.	1907.
Settlements ...	14,749	24,653
Consisting of the following Teas:—		

	1908.	1907.
Settlements ...	14,749	24,653
Consisting of the following Teas:—		

The following are Statistics at date compared with the corresponding statement of last season, viz, 17th July, 1907:—

	1908.	1907.
Settlements ...	14,749	24,653
Consisting of the following Teas:—		

Comparative Quotations per picul are as under:—

	1908.	1907.
Settlements ...	14,749	24,653
Consisting of the following Teas:—		

Hankow Tea Kiukiang.  
The export to 18th instant, as per Customs Returns stands thus:  
Season 1908-1909...lbs. 7,750,851...lbs. 4,091,011  
" 1907-1908... " 7,565,865... " 4,834,472  
" 1906-1907... " 8,693,104... " 4,621,324

	1908/9	1907/8	1906/7
Settlements ...	14,749	24,653	24,653
Consisting of the following Teas:—			

Direct, 1907, Continent  
s.s. " Prosper " .....893,832 lbs.  
s.s. " Selun " .....964,929 "

## CAMPOR.

HONGKONG, 7th August.—There is no change in the price as when last reported. Quotations are \$35.00 to \$38.00.

## MISCELLANEOUS EXPORTS/

Messrs. Arnhold, Karberg & Co.'s Fortnightly Produce Circular, dated Shanghai, 27th July, 1908, states:—Gallnuts.—A small business for forward delivery. Plumshaped Galls will likely come in during September. Of usual Galls there will hardly be any supplies before November. Cowhides.—Season closed. Feathers.—Season closed. Cotton.—Stocks of the old crop are cleaned up. This year's acreage is increased, owing to good prices received by planters, but the crop has suffered through the constant rains during the past four weeks. The present hot weather came none too soon. Plenty of sunshine is wanted. Tallow.—A small business doing for forward delivery. Strawbraid.—There is a certain demand for very Fine Split and Shingkee White, and a strong demand for Kwangchow and Loyeh White. Price of latter has risen 20% in last month. Other kinds are very slack. Wool.—Sheeps.—Home markets do not show the least interest. Wood Oil.—A small business. Market steady. Sesamum Seed.—A few offers for December to January are being made. Little business has resulted so far. Antimony.—Buyers show little interest. Market has rather a downward tendency.



HANKOW, July 22nd.—The prices quoted here for the net shipping weight excluding cost of packing for export.—

	Per picul
Cowhides, Best selected .....	Tls. 30.00
Do. Seconds .....	" 27.00
Buffalo hides, Best selected .....	" 21.00
Goatskins, untanned, chiefly white colour, .....	" —
Buffalo Horns, average 3 lbs. each .....	" —
White China Grass, Wuchang and/or Poochi .....	" 9.00
White China Grass, Sinshan and/or Chayu .....	" 8.10
Green China Grass, Szechuen .....	" 7.70
Jute .....	" 3.20
White Vegetable Tallow, Kinchow .....	" 10.70
White Vegetable Tallow, Pingchow and/or Macheng .....	" 10.40
White Vegetable Tallow, Mongy .....	" 9.50
Green Vegetable Tallow, Kiyu .....	" 10.75
Animal Tallow .....	" 12.00
Gallnuts, usual shape .....	" 15.45
Gallnuts, plum do. ....	" 17.95
Tobacco, Tingchow .....	" —
Tobacco, Woukhang .....	" —
Black Bristles, Riflings .....	" 98.00
Feathers, grey and/or white Wild Duck .....	" —
Turmeric .....	" —
Sesamum Seed .....	" 5.65
Sesamum Seed Oil .....	" —
Wood Oil .....	" 8.55
Tea Oil .....	" —

Per M. M. str. *Tourane*, sailed on 4th August, 1908.—For Marseille:—466 bales soie, 366 bales dechets de soie, 23 bales tabac enfennille, 3 bales naths, 50 colis cheveux, 475 caisses the, 23 caisses chapeaux, 10 caisses plumes, 1 caisse soieries, 1 caisse porcelaine. For Lyon:—727 bales soie. For Milan:—70 bales soie. For Valence:—20 bales soie. For Barcelona:—5 bales soie. For Havre:—115 caisses the. For Bordeaux:—7 caisses the. For Tamatave:—20 colis provisions.

### HONGKONG SHARE QUOTATIONS.

HONGKONG, 7th August, 1908.—Business during the past week has ruled dull almost to the point of stagnation, and we have few transactions to report. Bar silver is quoted in London at 24½d. and sterling exchange at 1s. 9½. T/T. The T/T. rate on Shanghai closes at 74½.

BANKS.—Hongkong and Shanghai have ruled steady with small sales and further small buyers at \$770. London is still quoted at \$279. Nationals have not been dealt in but are wanted at \$51.

MARINE INSURANCES.—Unions have been booked at the reduced rate of \$760, and are wanted in small lots at that figure. There are buyers of North Chinas at Tls. 78, and of Yangtses at \$155.

FIRE INSURANCES.—Hongkongs continue on offer at \$315, but Chinas are again in demand at \$92.

SHIPPING.—Hongkong, Canton and Macao have been booked, and more shares are available at \$29. Star Ferries (old) are procurable at \$25, but there are buyers of the new issue at \$15, after small sales at the rate. Other stocks under this heading are unchanged and without business.

REFINERIES.—No business is reported in this section, and quotations are unchanged.

MINING.—A sale of Rauba at \$7 is reported. Charbonnages continue in request at \$580.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier with sellers at \$105, and probable buyers at \$103. Kowloon Wharves have been done at the reduced rate of \$45 and are wanted. Shanghai Docks are quiet at Tls. 84, and New Amoy Docks at \$94. Shanghai and Hongkew Wharves have dropped in the North to Tls. 180 with sellers.

LANDS, HOTELS AND BUILDINGS.—We have no business to report. Hongkong Hotels have declined to \$80, but at this rate a few shares can be placed. Humphreys Estates are still on offer at \$10.

COTTON MILLS.—There is no business to report, and quotations are without change.

MISCELLANEOUS.—China Borneos are procurable at \$10½, and Green Island Cement at \$10.65. There are buyers of China Providents at the improved rate of \$9½. Electrics at \$18½, and Steam Landries at \$5½. Ices can be placed at \$235, and Dairy Farms at \$19½.

Quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS
Alhambra	Ps. 200	Nominal
Banks—		
Hongkong & S'hai...	\$125	\$770
National B. of China	26	\$51, buyers
Bell's Asbestos E. A...	12s. 6d.	\$7, x.d.
China-Borneo Co.	12	\$10½, sellers
China Light & P. Co.	\$10	\$64, sellers
China Provident	\$10	\$94, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 63
Hongkong	\$10	\$11
International	Tls. 75	Tls. 67
Laou Kung Mow	Tls. 100	Tls. 85
Soychee	Tls. 500	Tls. 242½
Dairy Farm	\$6	\$19½, buyers
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$45, buyers
H. & W. Dock	\$50	\$105, sellers
New Amoy Dock	\$64	\$94, sellers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 84
S'hai & H. Wharf	Tls. 100	Tls. 180, sellers
Fenwick & Co., Geo.	\$25	\$12, sellers
G. Island Cement	\$10	\$10.65, sellers
Hongkong & C. Gas	210	\$185
Hongkong Electric	\$10	\$164, buyers
Hongkong Hotel Co.	\$50	\$80, buyers
Hongkong Ice Co.	\$25	\$235
H. K. Milling Co., Ltd.	\$100	Nominal
Hongkong Rope Co.	\$10	\$24, sales & sellers
Insurances—		
Canton	\$50	\$220, sellers
China Fire	\$20	\$92, buyers
China Traders	\$25	\$88½
Hongkong Fire	\$50	\$315, sellers
North China	25	Tls 78, buyers
Union	\$100	\$760, sales
Yangtze	\$60	\$155, buyers
Land and Buildings—		
H'kong Land Invest.	\$100	\$94, sellers
Humphreys' Estate	\$10	\$10, sellers
Kowloon Land & B.	\$30	\$27, sellers
Shanghai Land	Tls. 50	Tls. 119
West Point Building	\$50	\$46, sellers
Mining—		
Charbonnages	Fcs. 250	\$580, buyers
Rauba	18/10	\$7, sales
Peak Tramways	\$10	\$14
Philippine Co.	\$1	\$2, buyers
Refineries—		
China Sugar	\$100	\$130, sellers
Luzon Sugar	\$100	\$22
Steamship Companies		
China and Manila	\$25	\$15, sellers
Douglas Steamship	\$50	\$35
H. Canton & M.	\$15	\$28, sales & sellers
Indo-China S. N. Co.	25	\$26
Shell Transport Co.	21	\$3/6
Star Ferry	\$10	\$25, sellers
Do. New	\$5	\$15, sales
South China M. Post.	\$25	\$23
Steam Laundry Co.	\$5	\$54
Stores & Dispensaries.		
Campbell, M. & Co.	\$10	\$10
Powell & Co., Wm.	\$10	\$5, sellers
Watkins	\$10	\$3
Watson & Co., A. S.	\$10	\$94
Wiesmann Ltd.	\$100	\$150, buyers
United Asbestos	\$4	\$18, buyers
Do. Founders	\$10	\$250, buyers
Union Waterboat Co.	\$10	\$104

VERNON & SMYTH, Brokers.

### SHANGHAI SHARE QUOTATIONS.

80th July, 1908.

COMPANY.	PAID UP.	QUOTATION.
Banks:—		
Hongkong & S'hai	\$125	\$785, buyers
National of China	26	\$51, buyers
Russo-Chinese	R187½ T125	Tls. 175, sellers
Insurance:—		
Union Society C'ton	\$100	\$790, sellers
North-China	25	Tls. 77, buyers
Yangtze Assn.	\$60	\$162½, buyers
Canton	\$50	\$225, sellers
Hongkong Fire	\$50	\$312½, buyers
China Fire	\$20	\$92, buyers
Shipping:—		
Indo-China { pref. } { def. }	210	Tls. 294, buyers Tls. 144, buyers
Shell Trans. { ord. }	21	\$23.50, sellers
& Trading { pref. }	10	\$29.10, sellers
S'hai Tug & { ord. }	T50	Tls. 49, sales
Lighter { pref. }	T50	Tls. 524, sales
Taku Tug & Lighter	T50	Tls. 48, sellers
Kochien Transport- ation & Tow Boat	T50	Tls. 50, sellers
Docks & Wharves:—		
S'hai Dock & Eng.	T100	Tls. 85, sales
H. & W. Dock	\$50	\$104, sellers
S. & H'kew Wharf	T100	Tls. 197½, sales
H. K'loon W. & G.	\$50	\$47½, sellers
Yangtze	T100	Tls. 217½, sellers
Sugar Companies:—		
Perak Cultivation	T50	Tls. 924, sales
China Refining	\$100	\$182½, sellers
Mining:—		
Raub Australian	21 18/10	\$8, sellers
Chinese Eng. & Min.	21	Tls. 154, buyers
Lands:—		
S'hai Investment	T50	Tls. 119, buyers
H'kong Investment	\$100	\$99, sellers
Humphreys' Estate	\$10	\$104, sellers
Weihaiwei	T25	\$9, sellers
China	T50	Tls. 50, sellers
Anglo-French	T100	Tls. 1014, buyers
Cotton:—		
Ewo	T50	Tls. 634, buyers
International	T75	Tls. 674, sellers
Laou Kung Mow	T100	Tls. 85, sellers
Soy Chee	T500	Tls. 242½, sellers
H'kong C. S. W. D.	\$10	\$9, buyers
Industrial:—		
Shanghai Gas	T50	Tls. 113, ex div.
Major Brothers	T50	Tls. 58, sellers
Shanghai Ice	T25	Tls. 14, sellers
China Flour Mill	T50	Tls. 61, sellers
S'hai Pulp & Paper	T100	Tls. 48, buyers
Green Is. Cement	\$10	\$104, sellers
Maatschappij, &c., in Langkat	Gs. 100	Tls. 551, sales
Shanghai - Sumatra Tobacco	T20	Tls. 94, buyers
S'hai Waterworks	220	Tls. 895, sellers
Anglo-Ger. Brewery	100	\$85, buyers
A. Butler Cement, Tile Works	50	\$35, sellers
Kalumpong Rubber	50	Tls. 55, sellers
Eastern Fibre	10	nominal
Shanghai Electric Construction	210	\$9.17.6, sellers
Miscellaneous:—		
Hall & Holtz	\$20	\$194, buyers
A. Llewellyn	\$60	\$43, buyers
A. S. Watson & Co.	\$10	\$114, sellers
Central Ordinary	\$15	\$12, sellers
Central Founders	\$15	\$400, buyers
S. Montrie & Co.	\$50	\$47, sellers
Weeks & Co.	\$20	\$214, buyers
Astor House Hotel	\$25	\$19, sellers
Hongkong Hotel	\$50	\$98, sellers
Hotel des Colonies	T12.50	Tls. 74, sellers
Tsingtao Hotel	\$100	nominal
Lane, Crawford & Co.	100	\$150, sellers
Dunning & Co.	50	\$474, sellers
S'hai Horse Bazaar	T50	Tls. 45, sellers
S'hai Mercury	T50	Tls. 50, sellers
S'hai Mutual Tele.	T50	Tls. 53, buyers
China Im. & Ex.	T100	Tls. 85, sellers
Lumber		
Shanghai Electric & Asbestos	\$25	\$23, sellers
Dallas Horse Re- pository	T50	Tls. 25, sellers
China Printing Co.	T50	Tls. 50, sellers

J. P. BISSET & Co.



**Messrs. J. P. Bisset & Co.'s Share Report for the week ending 30th July 1908:**—The July Settlement took place yesterday. Business on the whole has been quiet during the week and with the exception of Shanghai and Hongkew Wharf shares in which a fair amount has been done at a gradual decline from last week's closing rate of Tls. 203 to Tls. 195, there is not much to report. Banks.—No business done. Insurance.—No business done. Shipping.—Sales of Indo-Chinas have taken place at Tls. 29½ for the Preferred and Tls. 14½ for the deferred shares, and there are further buyers. Shanghai Tug and Lighter Co. Ordinary shares have been dealt in at Tls. 49 and Pref. at Tls. 52½. Docks and Wharves.—Shanghai Dock and Engineering Co. Ltd. Shares were in good demand for the Settlement and after sales at Tls. 83 cash recovered quickly and at the close we quote buyers at Tls. 85. Shanghai and Hongkew Wharf Co. On the 23rd the market opened with a sale at Tls. 203 for September quickly followed by sales in quantities at Tls. 205. A great number of shares were obtainable and on the 24th Tls. 202½ was the best rate prevailing. Since then this market has been very weak and after a considerable quantity had changed hands for September and December the market once more dropped away to Tls. 195 for cash and Tls. 197½ for September; the market closing with sellers. Sugar Companies.—There is nothing reported this week. Mining.—Sales of small lots of Kaipings have taken place at Tls. 15, but at the close shares were wanted at Tls. 15½. Lands.—There is no business this week. Industrial.—Ewos remain at Tls. 63½ for cash and Tls. 64½ for October. Shanghai Gas Co. shares have been placed at Tls. 113 ex div. Maatschappij &c. in Langkats. In the early part of the week Tls. 552½ was given for fair lots of cash shares. The market subsequently advancing from Tls. 555 to Tls. 557½. Again a reaction took place and the price dropped away to Tls. 552½ at which rate there are buyers. The forward market remains about the same, viz., Tls. 565 for September. We hear of sales at Tls. 580 for December. Shanghai Sumatras have had a fair market all the week having buyers for cash at Tls. 94 and for September at Tls. 96. Shanghai Waterworks are quoted at Tls. 395 ex div. Kalumpung Rubbers have changed hands at Tls. 55. Miscellaneous.—Rates remain as appended below and there is no actual business reported. Loans and Debentures.—No business has been put through this week.

## EXCHANGE.

HONGKONG, August 7th.

<b>ON LONDON.</b>	
Telegraphic Transfer	1/9½
Bank Bills, on demand	1/9½
Bank Bills, at 30 days' sight	1/9½
Bank Bills at 4 months' sight	1/9½
Credits, at 4 months' sight	1/9½
Documentary Bills, 4 months' sight	1/8½
<b>ON PARIS.</b>	
Bank Bills, on demand	225
Credits 4 months' sight	229½
<b>ON GERMANY.</b>	
On demand	182½
<b>ON NEW YORK.</b>	
Bank Bills, on demand	43½
Credits, 60 days' sight	44½
<b>ON BOMBAY.</b>	
Telegraphic Transfer	135
Bank, on demand	135½
<b>ON CALCUTTA.</b>	
Telegraphic Transfer	135
Bank on demand	135½
<b>ON SHANGHAI.</b>	
Bank, at sight	74½
Private, 30 days' sight	75½
<b>ON YOKOHAMA.</b>	
On demand	87½
<b>ON MANILA.</b>	
On demand	88
<b>ON SINGAPORE.</b>	
On demand	77
<b>ON BATAVIA.</b>	
On demand	107½
<b>ON HAIPHONG.</b>	
On demand	9½ p.c. pm
<b>ON SAIGON.</b>	
On demand	9½ p.c. pm
<b>ON BANGKOK.</b>	
On demand	85½
STURGENS, Bank's Buying Rate	\$11.00
GOLD LEAF 100 fine, per tael	\$57.80
BAR SILVER, per oz.	24½

## SUBSIDIARY COINS.

		per cent.	
Chinese	20 cents pieces	\$8.00	discount.
"	10 "	9.00	"
Hongkong	20 "	7.80	"
"	10 "	7.85	"

## TONNAGE.

**HONGKONG 7th August.**—Rates remain about the same as last reported. From Saigon to this, no demand, the local rice market being very weak; to Philippines, several fixtures reported at 19 cents to 24 cents according to quantity and for medium sized carriers 20 cents is quoted; to North Coast Java, a large business has been done, the cargo having been principally taken by regular liners, 20 cents having been paid for August; 21/22 cents for September and 22 cents for October, November, December, loading; to Singapore, 13 cents quoted; other directions, no demand. From Bangkok to Hongkong, 18/25 cents berth terms. From Java to Hongkong and Japan, nothing doing, no sugar being available for prompt shipment. From Newchwang to Canton, 20 cents nominal. From Manila to Yangtze, 20 cents has been paid for 1, 22 cents for 2 and 25 cents for 3 ports of discharge. Coal freights are weak. From Moji to this, \$1.25 nominal; to Canton, \$1.85; Foochow, \$1.80; Hongay, \$1.50; Penang, \$1.80; Singapore, \$1.40. From Haiphong to Canton, \$1.60 has been paid. From Hongay to Hongkong, \$1.25. Pulo Laut to Kohsichang, \$2.25. The following are the settlements:—  
*Tjilatjap*—Dutch steamer, 2,470 tons, Kuchinotzu to Hongkong, \$1.50 per ton.  
*Tingsang*—British steamer, 1,045 tons, Wakamatsu to Foochow, \$1.80 per ton.  
*Holstein*—German steamer, 1,103 tons, Haiphong to Canton, \$1.60 per ton.  
*Fausang*—British steamer, 1,014 tons, Pulo Laut to Kohsichang, \$2.25 per ton.  
*Fausang*—British steamer, 1,410 tons, Saigon to 1 port North Coast Java (2,000 tons) prompt, 20 cents per picul.  
*Michael Jensen*—German steamer, 951 tons, Saigon to 1 port Philippines (2,000 tons) prompt, 20 cents per picul.  
*Fiume*—German steamer, 838 tons, Saigon to 1 port Philippines (20,000), 24 cents per picul.  
*Nord*—Norwegian steamer, 730 tons, Saigon to 1 port Philippines (25,000), 20 cents per picul.  
*Solstad*—Norwegian steamer, 897 tons, Saigon to Manila (26/28,000), 20 cents per picul.  
*Skramstad*—Norwegian steamer, 1,860 tons, Saigon to 1 port Philippines (28/30,000), 19 cents per picul.  
*Fri*—Norwegian steamer, 819 tons, Saigon to 1 port Philippines 19 cents per picul.  
*Frithjof*—Norwegian steamer, 891 tons, Saigon to Hongkong, 12 cents per picul.  
*Anna*—Norwegian steamer, 1,017 tons, Manila to Shanghai and/or Chinkiang and/or Ningpo, 20 cents, 22 and 25 cents per picul.

## SHIPPING

## ARRIVALS AND DEPARTURES SINCE LAST MAIL.

**August—ARRIVALS.**  
 1, Aker, Norwegian str., from Moji.  
 1, Cheongshing, British str., from Tientsin.  
 1, Haiching, British str., from Coast Ports.  
 1, Knivsberg, German str., from K. C. Wan.  
 1, Kueichow, British str., from Tientsin.  
 1, Nord, British str., from Saigon.  
 1, Tjilatjap, Dutch str., from Macassar.  
 1, Tjipanas, Dutch str., from Moji.  
 1, Yatshing, British str., from Chinkiang.  
 2, Ayuthia, British str., from Bangkok.  
 2, Haldes, Norwegian str., from Saigon.  
 2, Hinsang, British str., from Hongay.  
 2, Kiukiang, British str., from Shanghai.  
 2, Mathilde, German str., from Haiphong.  
 2, Meefoo, Chinese str., from Shanghai.  
 2, Sheshu Maru, Jap. str., from Tamsui.  
 2, Tourane, French str., from Yokohama.  
 3, Arconia, Russian str., from Singapore.  
 3, Bingo Maru, Japanese str., from Japan.  
 3, Peleus, British str., from Tacoma.  
 3, Pitsanulok, German str., from Bangkok.  
 3, Proteus, Norwegian str., from Saigon.  
 3, Rajah, German str., from Bangkok.  
 3, Yarra, French str., from Marseilles.  
 3, Yawata Maru, Jap. str., from Melbourne.  
 3, Yuensang, British str., from Manila.  
 3, Zafiro, British str., from Manila.  
 4, Ajax, British str., from Singapore.  
 4, Dagny, Norwegian str., from Dalny.  
 4, Glenfalloch, British str., from Singapore.  
 4, Hongkong, French str., from Haiphong.  
 4, Kumano Maru, Jap str., from Yokohama.  
 4, Yeringo Maru, Japanese str., from Moji.  
 5, Chatham, British str., from Callao.  
 5, Chiyue, Chinese str., from Shanghai.

5, Choshun Maru, Jap. str., from Shanghai.  
 5, Delhi, British str., from Bombay.  
 5, Haitan, British str., from Coast Ports.  
 5, Ischia, Italian str., from Singapore.  
 5, Joshin Maru, Japanese str., from Tamsui.  
 5, Nanshan, British str., from Saigon.  
 6, Bengloe, British str., from London.  
 6, C. Diederichsen, Ger. str., from Haiphong.  
 6, Catherine Apcar, Brit. str., from Calcutta.  
 6, Curonia, Russian str., from Moji.  
 6, E. of India, British str., from Vancouver.  
 6, Hangsang, British str., from Shanghai.  
 6, Kweiyang, British str., from Newchwang.  
 6, Machew, German str., from Bangkok.  
 6, Orestes, British str., from Hankow.  
 6, Tamba Maru, Jap. str., from Singapore.

## August—DEPARTURES.

1, Asia, British str., for San Francisco.  
 1, Nanchang, British str., for Tsingtau.  
 1, Rubi, British str., for Manila.  
 1, Seirstad, Norwegian str., for Bangkok.  
 1, Singan, British str., for Hoihow.  
 1, Suveric, Br. str., for Keelung & Tacoma.  
 1, Taishan, Chinese str., for Shanghai.  
 2, Amigo, German str., for Hoihow.  
 2, Daijin Maru, Japanese str., for Swatow.  
 2, Fiume, Austrian str., for Saigon.  
 2, Kansu, British str., for Swatow.  
 2, Keong Wai, German str., for Swatow.  
 2, Pongtong, German str., for Bangkok.  
 2, Shantung, British str., for Samarang.  
 2, Telemachus, British str., for Saigon.  
 3, Hangchow, British str., for Amoy.  
 3, Michael Jensen, German str., for Saigon.  
 3, Ningpo, British str., for Shanghai.  
 3, Taiyuan Br. str., for Manila & Australia.  
 3, Yarra, French str., for Shanghai.  
 4, Choyang, British str., for Singapore.  
 4, Dakota, British str., for San Francisco.  
 4, Gregory Apcar, Brit. str., for Singapore.  
 4, Haiching, British str., for Coast Ports.  
 4, Hailan, French str., for Hoihow.  
 4, Kohsichang, German str., for Bangkok.  
 4, Nord, British str., for Tientsin.  
 4, Sungkiang, British str., for Cebu.  
 4, Taming, British str., for Manila.  
 4, Tourane, French str., for Europe, &c.  
 4, Yedo Maru, Japanese str., for Sourabaya.  
 5, Arconia, Russian str., for Vladivostok.  
 5, Bingo Maru, Japanese str., for Singapore.  
 5, Chibli, British str., for Hoihow.  
 5, Knivsberg, German str., for K. C. Wan.  
 5, Kwanglee, Chinese str., for Shanghai.  
 5, Mathilde, German str., for Hoihow.  
 5, Shoshu Maru, Japanese str., for Swatow.  
 5, Wongkoi, German str., for Bangkok.  
 5, Yawata Maru, Jap. str., for Nagasaki.  
 5, Yoochow, British str., for Shanghai.  
 6, Ajax, British str., for Nagasaki.  
 6, Arratoon Apcar, Brit. str., for Shanghai.  
 6, Bellerophon, British str., for Seattle.  
 6, Delhi, British str., for Shanghai.  
 6, Glenfalloch, British str., for Amoy.  
 6, Kueichow, British str., for Swatow.  
 6, Laertes, British str., for Saigon.  
 6, Taiwan, British str., for Saigon.

## PASSENGERS.

## ARRIVED.

Per *Delhi*, for Hongkong, from London, Mr Wren; from Marseilles, Messrs. Kingcome, A. Duncan and J. M. Kalun; from Penang, Mr W. G. Simpson; from Singapore, Sir George Murray and servant, Messrs. M. de Figueroa and Oliviera Leita; for Shanghai, from London, Misses Gallagher and Wren; from Marseilles, Messrs. C. J. Lui and W. W. Schunder; from Bombay, Mr S. Kiga; for Yokohama, from Marseilles, Dr. C. Fitzwilliams; from Colombo, Mr., Mrs and (2) Misses Wright, Miss Hudson.

## DEPARTED.

Per *Asia*, for San Francisco, &c., Mr and Mrs H. M. Tibbe, Mr and Mrs H. M. Cake, Rev and Mrs J. B. Thomas, Capt. and Mrs T. I. Owens and infant, Misses and Master Thomas, Misses M. C. Young, M. Aldridge, C. Green and A. A. Boltan, Major H. B. Ford, Messrs. T. L. Hasten, T. C. Cochrane, A. S. Hewitt, A. J. Williams, C. Clover, W. Daniel, W. C. Green, W. J. Galbraith and T. E. Barber.

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